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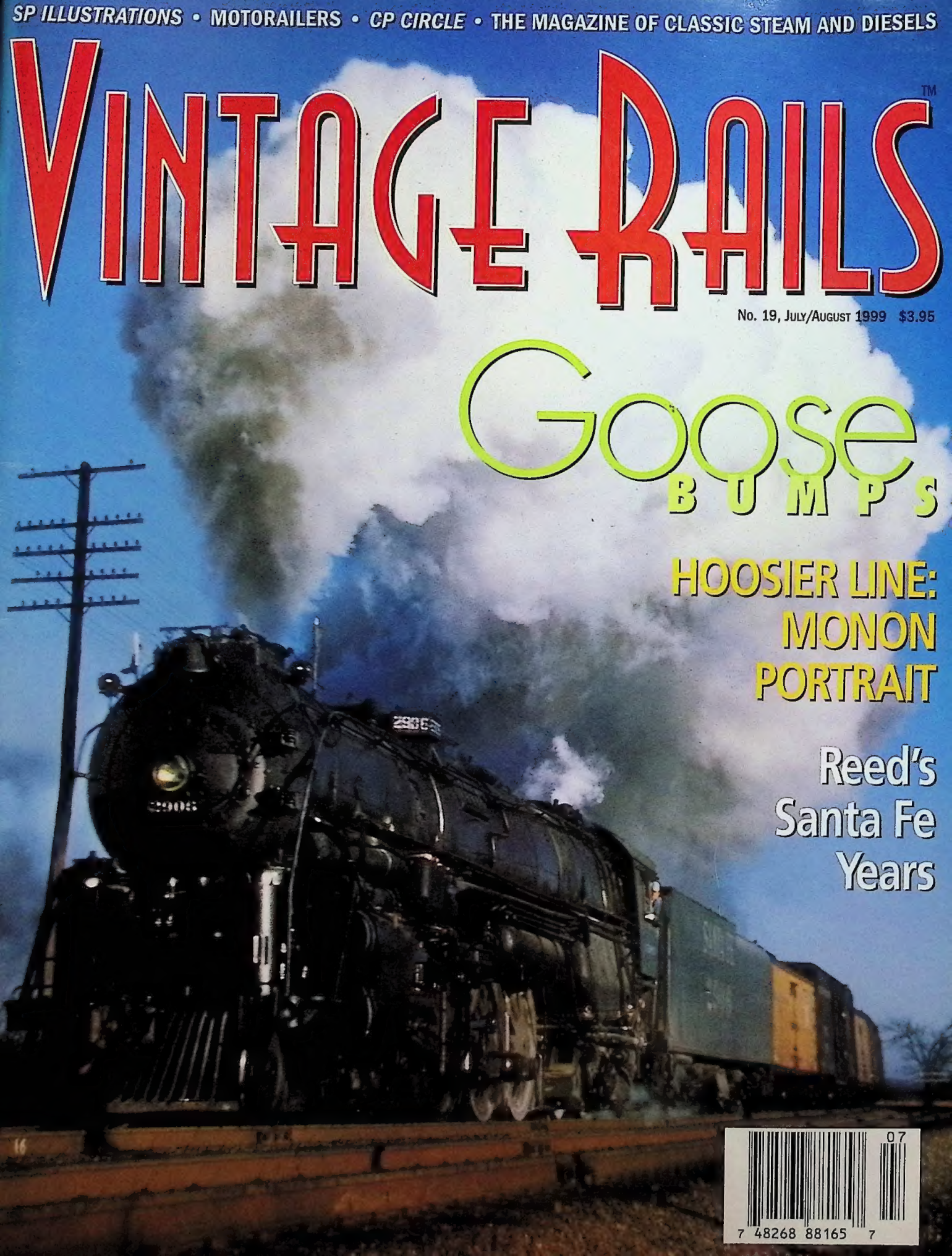
# VINTAGE RAILS™

No. 19, July/August 1999 $3.95



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**Herb Mott**

# Turning a Mean Wheel

During and right after World War II, the Decatur (Illinois) Shops of the Wabash Railway took the boilers of seven lumbering old class K4 and K5 Mikados and created some of the spiffiest little Hudsons ever to roll. With 80" BoxPok driving wheels, Timken roller bearings on all engine axles (they were the only Wabash steam locomotives so equipped), increased boiler pressure, and other modern appliances, they could turn in performances matching their looks.

Did we say spiffy? They were painted a Wabash medium blue, with a cream stripe down the side of the running board skirt and continuing along the tender, and looked fully capable of fulfilling the Wabash's reputation for speed—or anybody else's, for that matter.

Here we see the last of the series, the 706, bearing down on a small-town depot operator who, no doubt, has summoned all the nerve at his command to stand in there and hand up train orders to a hogger who is, in the best Wabash tradition, turning a mean wheel. —Ed King

# VINTAGE RAILS™

JULY/AUGUST 1999 ISSUE NO. 19

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A 1950 *Golden State* magazine ad sold sunny, sexy Southern California. Note Ludekens' dramatic contrast of the sleek train with rugged, shadowed mountains in the background.

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### Cover

Extra 2906 West hurls into the arc of a high-speed superelevated curve at Zarah, Kansas, on the crisp morning of November 27, 1946. See page 86 for more on the Santa Fe and page 90 for more on the 2900s. Photo by Charles H. Kerrigan.

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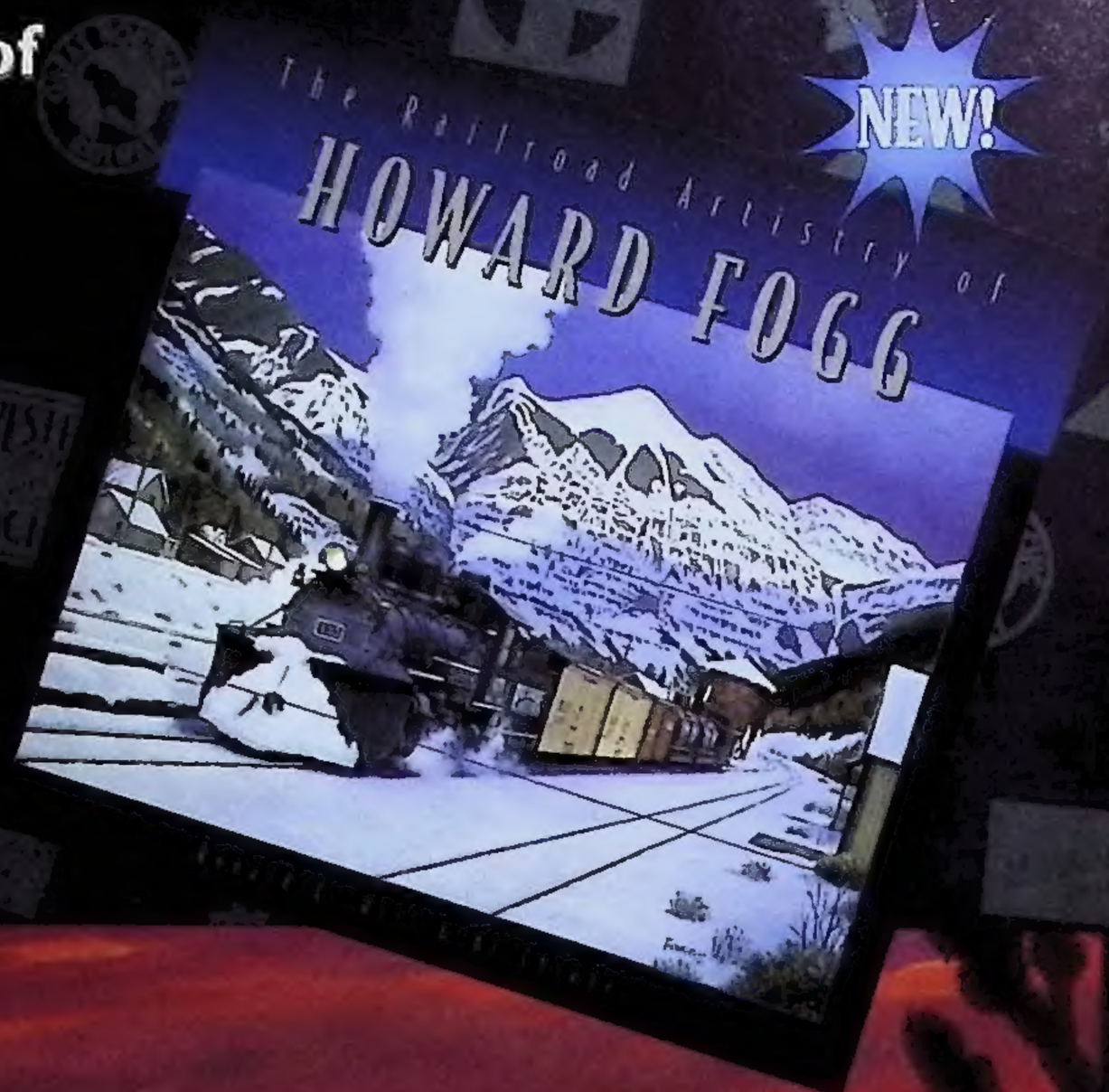

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## Operator's Desk

# Filling the Gaps

I just missed ...

Finish the sentence with a favorite railroad, locomotive, car, structure, or scene. Most enthusiasts have a common regret: "If only I had seen that a year (or five years) earlier." Sometimes what's missing is a photograph of a station we thought would never change; at other times, it is the experience of riding a remote line, too far from home to be reached conveniently on a low budget.

At Vintage Rails, we try to fill in these gaps. Through the pages of the magazine, we bring you writers, photographers, and artists who were there, to help you understand and appreciate what you could not experience in person.

This issue has several examples, including Monon communities, Galloping Geese and the Rio Grande Southern narrow gauge, Penn Central GG1s, and Canadian steam. Ride along with us as we share these experiences with the magazine audiences. (More than most, the RGS was rather "Vintage" even in the 1930s and 1940s when it was operating the Galloping Geese and steam freight trains in regular service.)

Sometimes, you can "revisit" the scenes of an earlier era. Railfair '99 at the California State Railroad Museum in Old Sacramento, June 18-27, offers the largest accumulation of Vintage equipment in many a year. For months, Union Pacific's operating steam locomotives, 844 and 3985, have been confirmed as participants. But the list is growing as Burlington Northern Santa Fe has agreed to assist in moving Santa Fe 3751, a 4-8-4, from Southern California and Southern Pacific 4449 from Oregon. Before the grand opening, there will be more.

It is appropriate that the Railfair poster, loosely based on a 1907 Union Pacific travel poster, should continue a grand railroad art tradition at this end-of-the-century event confirming railroading's ties to the growth of California and the nation.

Wherever you experience Vintage railroading, whether through the magazine or at the fair, we wish you a pleasant summer.

*John Gruber, editor*

DESIGN BY LINDY DUNLAVEY, ILLUSTRATION BY DENNIS ZIEMIENSKI


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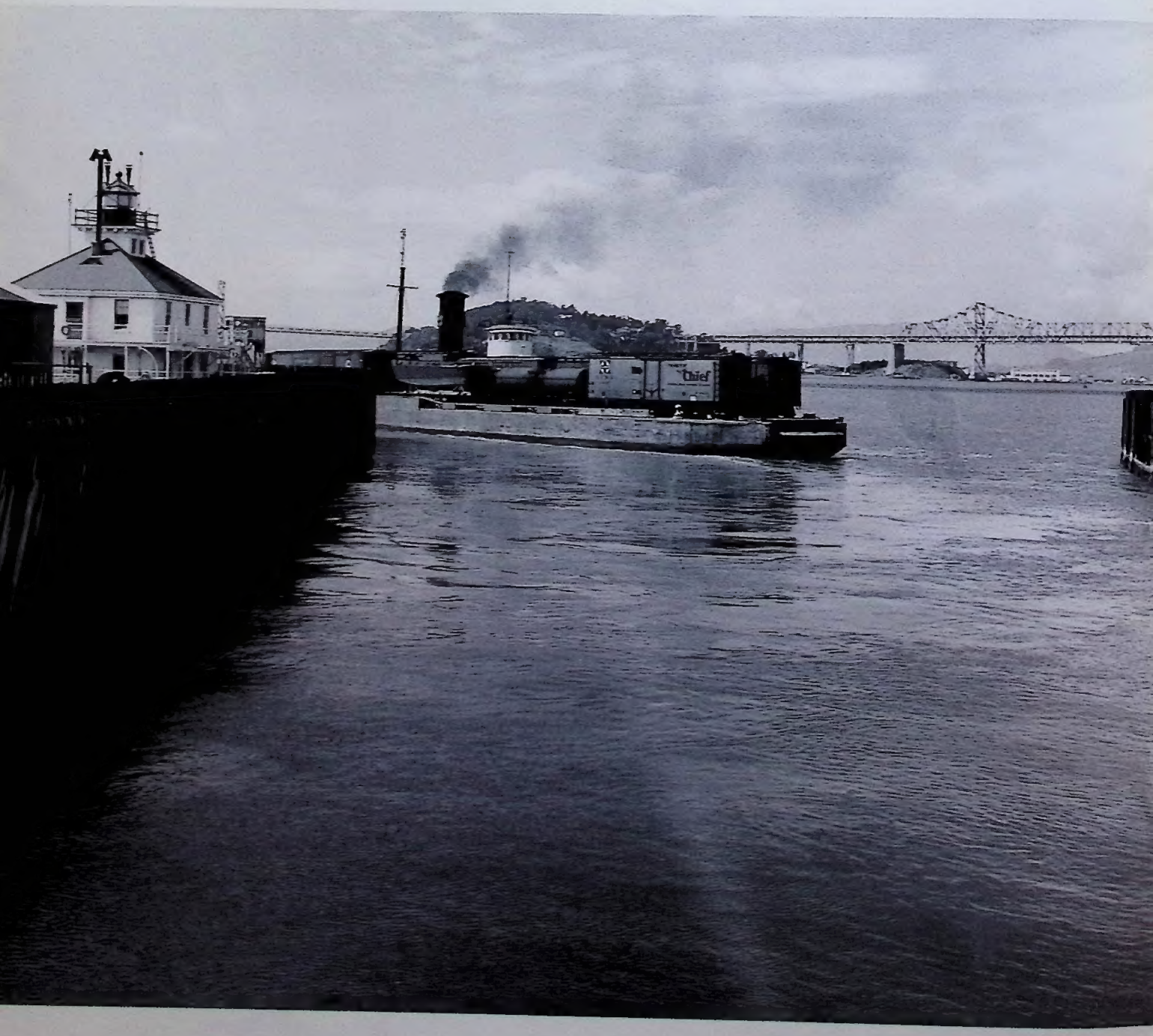
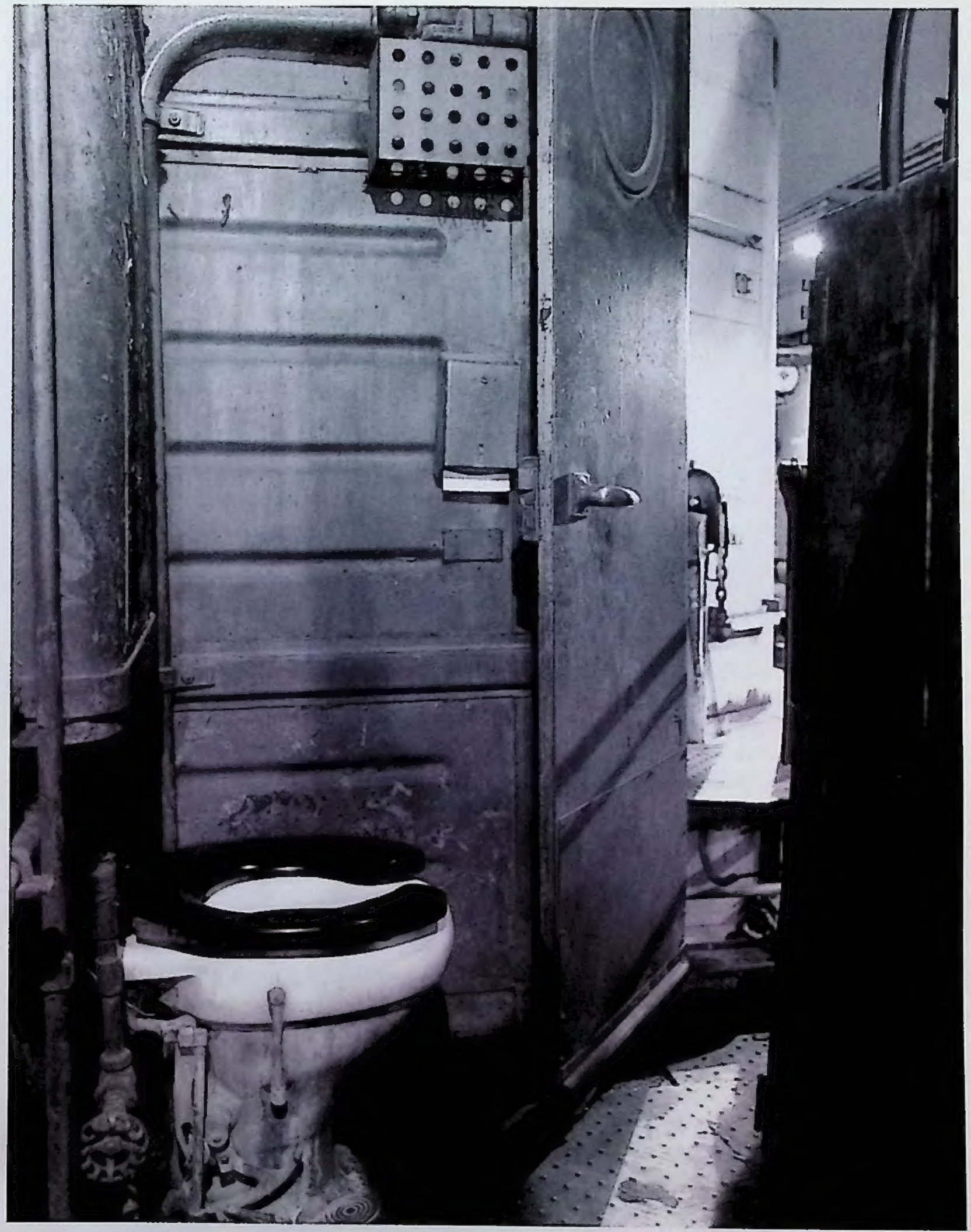
# Rare Pleasures 13

TEXT AND PHOTOS BY RICHARD STEINHEIMER

*Rare Pleasures, a continuing series of photos and short blocks of text by Richard Steinheimer, reminds us of the many technical and operational aspects of railroading that were so much an interesting part of our lives in the second half of the 20th century.*





## When You've Gotta Go ...

In earlier days of railroading, when 16-hour workdays were quite common for locomotive engineers and firemen, steam locomotive crews faced many hours of continuous duty on long runs. Trainmen riding in the caboose or passenger cars had immediate access to toilet facilities, but locomotive crews, unless they were stabbed or delayed by other trains or switching moves, had their own problems to solve. But diesel locomotive builders took pity on the crewmen and provided such toilet "hoppers" as this we find at the rear end of Southern Pacific F7 355 in Oakland, California.

## Hail to the Chief

At Western Pacific Railroad's Oakland Pier in the early 1950s, fans could still watch their road's ancient tugs and barges making their rounds of San Francisco Bay.

Today's inbound loads include a vintage Santa Fe "Chief" refrigerator car, perhaps picked up at the WP or Santa Fe slip in San Francisco. Other "ports of call" around the Bay were Santa Fe's Richmond yard, the Northwestern Pacific at Tiburon, and the State Belt Line slip near Fisherman's Wharf in San Francisco. By 1957, these old WP tugs and barges were replaced by the new self-propelled carferry *M.V. Las Plumas*.

## Next Issue . . .

PHIL RONFER, WALTER HAVIGHURST SPECIAL COLLECTIONS, MIAMI UNIVERSITY LIBRARY, OXFORD, OHIO

**D&RGW 1804 pulls train No. 1, the *Royal Gorge*, west of Malta on September 2, 1950.**

"The Denver & Rio Grande Western inherited from its two corporate ancestors the most difficult route through the Rocky Mountains between Denver and Salt Lake City. Also, it fell heir to a collection of antiquated engines," writes Robert Le Massena in the next issue of VINTAGE RAILS. To rectify this unsatisfactory situation, in the first quarter of the 20th century, the D&RGW set about modernizing its locomotive fleet. In careful detail Le Massena describes the Pacifics, Mikados, Mountains, Northerns, massive 2-6+6-2s and 2-8+8-2s, and heavy 2-10-2s that were built to battle Colorado and Utah mountain grades with heavy tonnage and speedy varnish. Le Massena traces motive power development right up to the end of the standard gauge steam era on the Rio Grande in the mid-1950s.

In addition, photographs of the Southern Railway main line to Spencer, North Carolina, (postponed from this issue) and other captivating features will fill the pages of *VR* No. 20, available on newsstands and to subscribers July 5.

LETTERS

# Of Railroad Fairs and U-Boats

### Archives

I particularly enjoyed Ted Rose's *As the Crow Flies* [*VR* 17]. In Ted's painting the smiling porter was taking bags from KCS's *Flying Crow*. However, the photo from which Mr. Rose found his subject shows that same smiling porter taking bags to SP's *Del Monte* in San Francisco's Third and Townsend Station. The photo from which Mr. Rose paints a remarkable likeness is on page 788 of Lucius Beebe's THE TRAINS WE RODE, VOL. II (1966). Mr. Beebe comments, "The porter's wide smile undoubtedly reflects the generous tip he anticipates pocketing from the golf bag's owner." I saw that smile in Mr. Rose's painting, and it immediately called forth the photo in Beebe's book.

*George F. Gross, M.D.*
*Portland, Oregon*

### Otto Kuhler

Glad you could use the bit about Otto Kuhler in your No. 18 issue—however, there was OTHER Kuhler material in the issue, too: Look at John Hankey's article page 32. The painting of the 4-6-4 in the B&O folder is one of Otto's. In fact, the design of the folder cover looks like Otto, too; he liked to put type in ribbons.

*Cornelius W. Hauck*
*Cincinnati, Ohio*

### Impressive Duluth

AWESOME! "Duluth's Impressive Ore Operations" [*VR* 18] tells a powerful story! The photo spread on pages 54-55 denotes multiple use of our natural resources: 1) iron ore; 2) grain; and 3) manpower. (The murky sky is not politically correct today.) The entire article impacts my thoughts about the thousands of people, our greatest natural resource, who are employed to gather, extract, transport, and manufacture a multitude of grain products and steel plate equating to millions of value-added products and paychecks for families.

Pages 58-59, the carloads of iron ore (looks like dirt and rocks to me) will become steel plate, the very product from which the ships pictured were made (page 62).

*Carroll G. Fader*
*Ketchikan, Alaska*

### Railroad Fairs

When I read the column on page 10 of *VR* 17, I hurried to the deepest part of my back closet and found my Chicago Railroad Fair Participation Award for 1948-1949.

I was the chief usher at the fair's pageant grandstand for the summer of 1948-1949. I was a 19-year-old college student working for the Andy Frain Ushering Organization at the time.

I vividly recall Lake Michigan as the backdrop for the fair pageant. The fair was on the site of the present McCormick Place Convention Center. Three tableaux come to mind: 1) a replica of the *DeWitt Clinton*; 2) Lincoln's funeral train; 3) a re-enactment of the Golden Spike ceremony at Promontory; and the closing scene: Two huge locomotives coming from stage left and stage right and just inches apart ... very dramatic. Three shows a day, all summer long, for two summers.

*Thomas R. Flynn*
*Santa Ana, California*

THOMAS R. FLYNN COLLECTION

**Thomas R. Flynn was presented this award for his ushering work at the 1948-1949 Chicago Railroad Fair.**

GEORGE KRAMBLES

Cable car 524 at the Western Pacific exhibit at the Chicago Railroad Fair of 1949.

The great VINTAGE RAILS coverage of the fair in Chicago brought to mind the Western Pacific display of San Francisco cable car 524 working on a short track at the 1949 Fair.

The late D. W. "Doc" Yungmeyer of the Chicago chapter of the Railway & Locomotive Historical Society was the on-site manager for WP. Here's a slide of 524 on the turntable at top of grade.

*George Krambles*
*Oak Park, Illinois*

## Rare Pleasures

A minor correction in *VR* No. 18: In Steinheimer's "Rare Pleasures" it says that 6349 was the last operating F7 on SP, but this is not quite so. It was one of the very last, but it arrived in Roseville on its last run on May 3, 1972, and was retired, leaving 355, 6392, and 6432, plus B-units 724, 8104, and 8295 still in service in the Roseville freight pool, along with the remaining passenger units in Amtrak service. By November that year 6432 was the only one left, and at 4:55 a.m. on the 15th, she was called at Roseville for a WDX (Western Division Extra) to Tracy, leading UP SD40-2 3128. She returned the next day trailing the 3128, with her automatic brake valve reported bad order. This had occurred several times previously, and it was suspected that rust in the old air system piping might be the cause. Headquarters in San Francisco had already decreed that all Fs be off the roster by the end of 1972, so rather than spend money on another automatic brake valve, 6432 was retired.

I was working for the SP Mechanical Department at Roseville at the time, and when my boss told me the decision had been made to retire her, I knew too well that the inevitable end of an era had come, and went out to the shop to pay my last respects, also wondering if there

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might be any mementos to be had. In looking around the cab, nothing was apparent, until just as I was leaving I noticed a tiny corner of yellow paper sticking out from behind the headlight switch. I pulled it out and found myself holding the very last orders ever issued to an SP F7 in freight service. The 6432 has been gone for over 26 years now, longer than she ran, but I still have her last orders.

*Bill Wolverton*
*Escalante, Utah*

## EMD Art

Your "Romancing the Streamliners" article (*VR* 17) about the production of EMD illustration art was nicely done.

I was very fortunate back in the early 1980s to discover what I hope is an original EMD piece from my dearly beloved Montour Railroad. Tucked away in the storage "vault" at Montour Junction Shops, wrapped up in brown paper, was a picture frame containing a 20" x 13 ½" piece of a proposed scheme for Montour's first diesel order, three EMD SW7s.

From what I was told from a 45-year management employee of the Montour, this proposed scheme was shot down by the management of the Pennsylvania Railroad, which had controlling interest in the Montour at that time. The PRR revised the Montour paint scheme to resemble the image used on the Pennsylvania at the time.

GENE P. SCHAEFFER COLLECTION

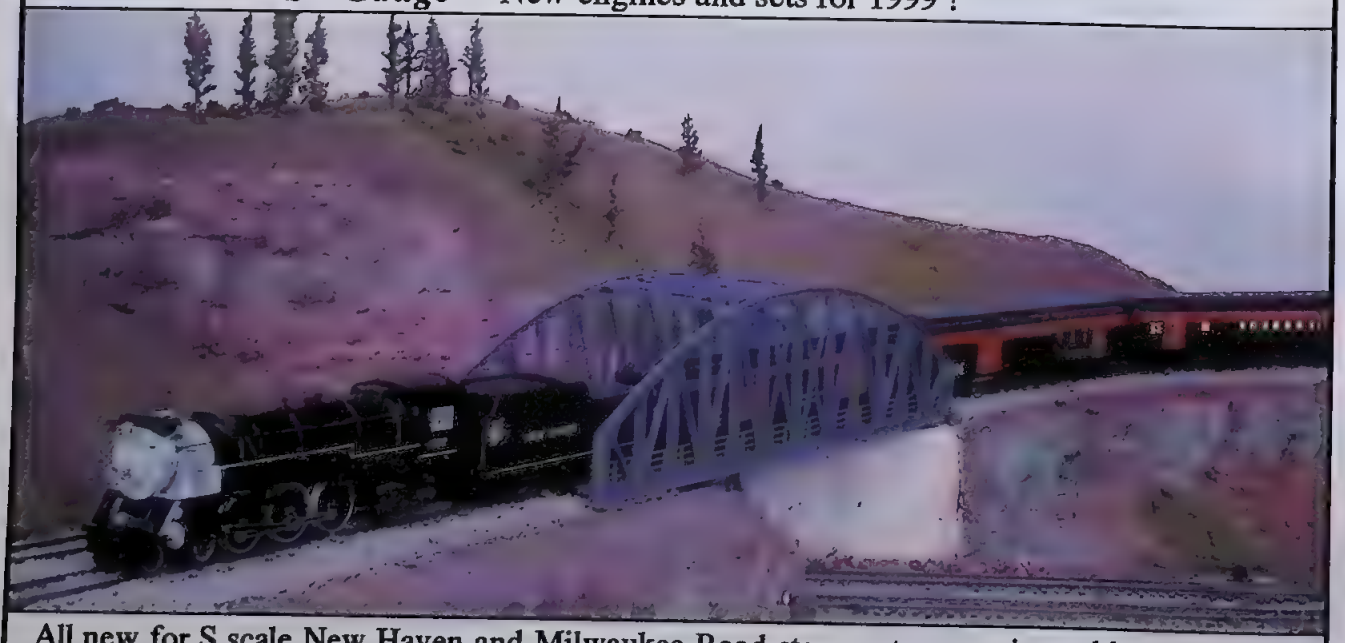
Proposed scheme for Montour Railroad's EMD SW7 order.

The Montour piece is dry mounted, with a border overlay that covers "test" brush strokes on the right side of the piece. Pencil (?) markings off the ends on both sides mark the direction of the rails in this piece. On the bottom right corner, covered by the border overlay, is the number 2796 in what appears to be red pencil. The artist's name is written very neatly in the bottom right corner: Harry U. Bockewitz.

I'm curious as to the type of materials used for the colors. I didn't see this mentioned in the article.

*Gene P. Schaeffer*
*Pittsburgh, Pennsylvania*


***S Gauge*** New engines and sets for 1999 !



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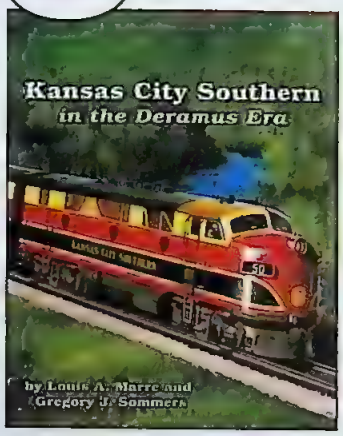


**Kansas City Southern in the Deramus Era**
**by Marre and Sommers**
232 pages • 500-plus photos • Roster data • Maps • Hardcover with dust jacket featuring a painting by noted railroad artist Mike Danneman

KCS has always been an unusual property, and this book examines some of the qualities that have made it so.The heart of this book is the diesel age, but the age of steam that preceded it (and co-existed with it for about 15 years) is covered, too. Join us as we observe the passage of the *Southern Belle*, await the arrival of repowered FM Erie-builts, or hear a quartet of first-generation diesel locomotives crawl, working at full throttle, up the grade at Rich Mountain.

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**Norfolk Southern Locomotive Directory 1998-1999**
**by Bowers & Withers**
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NEW

**Union Pacific Locomotive Directory 1999**
**by Strack**
240 pages • 160 photos • Unit-by-unit listing of every unit of the Union Pacific roster as of January 1, 1999 • Listing of units not assigned UP numbers • Convenient 6-inch by 9-inch size

With recent mergers turning a relatively simple UP roster into a tangled mess, this book will help the enthusiast identify the heritage on any locomotive on the roster as of January 1, 1999. UP's historical locomotive collection is included.

.**Price: Softbound $19.95** plus $2.50 s&h.
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**Union Pacific's Sherman Hill in the Diesel Era**
**by Wolff**
224 pages • 500-plus color and black-and-white photos • Map • Hardcover with dust jacket featuring a painting by Mike Danneman

Mention the name Sherman Hill to railroad enthusiasts and images of Union Pacific's mammoth steam locomotives, colorful Armour yellow streamliners, and lonely wind-swept landscapes come to mind. This photographic journey not only highlights the diesel and turbine power that operated over Sherman Hill since 1960, but also showcases the desolate beauty of this area.

**Price: $48.00** plus $5.00 s&h.

Revised Printing

**Conrail - The Final Years**
**by Withers**
224 pages • 600-plus color and black-and-white photos • Unit-by-unit listing of the roster between 1992 and 1998 • Second printing includes new SD70s and SD70MACs

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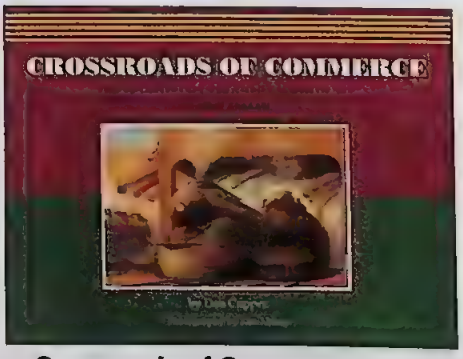


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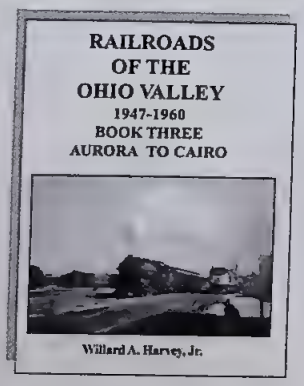


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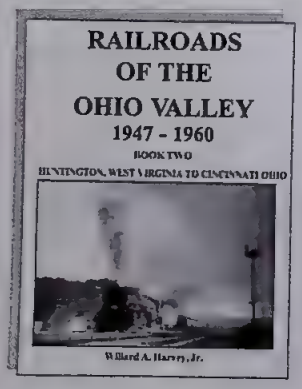


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## North Shore

Steve DelBene's story about a North Shore Line trolley-battery locomotive coming to the rescue of a Soo Line 4-8-4 (*VR* 17) rang a bell (pun intended). A North Shore trolley-battery engine double-headed with a stymied Chicago & North Western 4-6-2 to get a heavy troop train moving over C&NW trackage out of Ft. Sheridan, Illinois, during World War II. This event is chronicled in DAYS OF THE NORTH SHORE LINE by George V. Campbell (1985, pages 151-152).

*Joseph Howard*
*Skokie, Illinois*

## Who Remembers?

I hope that someone can help me with a location that has managed to escape my memory. In January 1945, I was on a troop train traveling from an air base in Texas to Langley Field, Virginia. We stopped at a beautiful old railroad station some place in West Virginia.

I remember that it was red brick with black wrought iron fences in the front almost down to the train tracks. There were no platforms as in other stations. The entire place seemed to be a stair step arrangement, with concrete pads starting down near the tracks and stepping up as they got back to the station. It seemed that the town stair stepped back up the hill behind the station. It was in the evening just after chow. For some reason the cars were very warm, and we were stripped down to our skivvies to stay cool. We opened the windows when we stopped in front of the station and started a conversation with the townspeople there.

We were singing our air corps songs and encouraging the pretty young girls to come closer to the train. Before long we had the entire town down there at the station yelling and singing with us. It was unforgettable in every respect except the name of the place. I have looked at maps and tried to figure it out, and I can't decide if it was Charleston or Parkersburg—or someplace else on the line at which a troop train would stop for an hour to get fed. We were in steep hill country, and this community was in a deep valley.

One of our more adventurous airmen had a way with the girls, and one of them said that she would kiss him good-bye. So we lowered him head first out of the window so that he could kiss the young lady, and of course we lost our grip, and he did a nose dive into the cinders at her feet. I have to add here that he somehow had gotten into some booze on board, and he didn't notice that his shorts had gotten hung up on the train on his way down. After he got himself presentable again, we got a blanket down to him, which he used to scramble back up to the window so that we could haul him in. He was sure scratched and scraped up, but he gave the spectators a helluva laugh. We just did get him back in before there was a blast of that big deep-throated whistle as we pulled out.

I was on four troop train trips when I was in the service, and I loved every one. We were lucky to get luxurious old coaches in every case. They had comfortable berths and seats. The food was O.K., but

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the best thing was to see so much of our country. There isn't a better way to travel. Then at night lying in your berth listening to the clickity-clack of the rails—that was a great way to end the day!

Some of the memories from 55 years ago have faded, and rightly so, but the good memories of those train trips are still with me. I would do them again if I could.

*Robert Parks*
*111 "O" St. NE*
*Auburn, Washington*

## Leaky U-Boats

It is difficult to impart how much *VR* means to "railroad wanna-bes" such as I, but suffice to say that we read in awe of you, Richard Steinheimer, Ted Benson, Beebe-Clegg, Castner, Robert Janz, and the countless others who actually participated in this fascinating profession.

As a 70-year-old, who feels like a child on Grandpa's knee reading the exploits and history from you folks, I couldn't believe that there would be an Ed King ("Up the Creek in a Leaky U-Boat," *VR* 17). Ed reads like my kind of guy. His ordeals with "over-sold" equipment could be me with the same complications in aviation. We endured "polar pump" over the North Atlantic (in which the pistons in the fuel injection pumps would actually freeze, thus starving the engines of adequate fuel) and early 707s with inadequate power for take-off at maximum allowable weights (thus requiring a 700-gallon distilled water tank in the main landing gear well for water injection. If water was used, it all had to be consumed, as you were bound for altitudes where any excess would instantly freeze, rupturing the tank.)

I found Ed's descriptions hilarious and shared his apprehension of getting 125 cars and four U-boats through St. Ives crossing. It's amazing how important experience can be, as opposed to "the manuals" theory or a salesman's assurance. There really are situations that require human judgment, and computers will not suffice.

Please publish anything that Ed chooses to write.

*Bill Corkran*
*Walnut Creek, California*

I have spent over 35 years in or connected with the rail industry and as a charter subscriber look forward to receiving each issue of *VR*. Ed King's article was particularly interesting and should be sent directly to GE management. As I understand from enginemen friends at Amtrak, current Genesis locomotives in some respects still act the same, in that once you notch up, your acceleration comes—as he says—"in a plain brown wrapper." The problem also manifests itself in deceleration. When notching back to reduce speed, the beast doesn't respond for 5-10 seconds. I also understand there are problems with the air compressor. I have heard more than one engineman say "Give me an F40 or even an FL9 anytime."

*Alan B. Buchan*
*Mt. Laurel, New Jersey*

I remember the days Ed King recalled in his recent article. In light of my 28 years in engine service for the same railroad, I feel compelled to inject a degree of objectivity into Mr. King's observations. The locomotives I've operated and the employer who has faithfully fed my family were skewered on Mr. King's altar of sensationalism.

Personally speaking when recalling the U36B, I always felt that SCL's big four-axle U-boats were at their finest, not zipping up and down the old "A" Line at speed, but rather leaving Richmond, Virginia, instead. Operating under a successive series of overpasses that carry municipal streets, the ensuing cannonade could bring the house down. Chugging along in number four throttle position while leaving RF&P's Acca Yard, the melody from a U36B was the best ever lifted from an exhaust stack. If granted a wish from a time machine, I wouldn't think twice of asking for a segregated set of GE U36B locomotives for this afternoon's run.

Please place Mr. King on a stub-end track with a derailer protecting future pages of VINTAGE RAILS for telling only two-thirds of the truth.

*Dale W. Diacont, Locomotive Engineer*
*CSX Transportation,*
*SCL Seniority District No. 1*
*Rocky Mount, North Carolina*

*(On the following page, Mr. Diacont provides his perspective on U-boats.)* ◇


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## Going or Coming, Those U36Bs Were FAST

By Dale W. Diacont

Having gone to work on Seaboard Coast Line's Rocky Mount Division in 1970, when the first new U36B locomotives arrived, I feel like I grew up with these engines. The new power from Erie, Pennsylvania, was welcomed with open arms by engineers who were accustomed to coaxing along strings of covered wagons and teams of six-axle sluggers from Alco, GE, and EMD. On the relatively flat former ACL main line between Tampa, Florida, and Richmond, Virginia, the new four-axle GE locomotives were "the king of the road."

Eugene Kerik Garfield correctly perceived that the GE U36B was a real burner and went on to roster segregated sets built to SCL's specifications for his *Auto Train*. As a fireman, I have personally witnessed northbound *Auto Train* No. 4 making up lost time at 100 mph with both Engineers Charlie Traylor and John Cutchin behind the wide open throttle of a U36B. On my own as a promoted engineer, I took a U36B with a broken speedometer and sliced off a measured mile in 36 seconds when the dispatcher directed us to "Clear up IMMEDIATELY!" Can someone figure how fast that was for me?

Perhaps my fondest memory involving a U36B occurred one morning in 1976. I was working as the fireman on Amtrak train No. 82, the northbound *Silver Star*, between Raleigh, North Carolina, and Richmond. Arriving at the junction switch of the doubletrack "A" Line from the former Seaboard connection south of Petersburg, Virginia, we found ourselves neck and neck with a pair of U36B locomotives on the Ringling Brothers and Barnum & Bailey circus train. When the singletrack trestle over the Appomattox River came into view, our *Silver Star* with two Amtrak SDP40Fs on the point had the signal to proceed to the passenger station at Petersburg.

Engineer Donald Watkins and I figured we'd seen the last of "that monkey train," but late passengers and baggage at Petersburg put the show train back in business. After our rear Pullman had cleared on the east main track north of the Appomattox River, an aggressive train dispatcher named Lloyd Boone decided to run the circus train parallel to us on the west main line. After all, there were no conflicting southbound movements out of Richmond, and since the circus train had only piggyback flats and coaches, it could legally run 70 mph.

Before we could pull away from the station, we were blown away by a pair of SCL U36Bs and, in an instant, found ourselves looking at the circus train's caboose. All through a series of 60 and 70 mph curves, our Amtrak train could gain no ground on the circus train. Fifteen miles of doubletrack main line were behind us before our pair of SDP40Fs pulled even with the circus train's caboose; and it took another three miles to finally catch those hard charging U36Bs on the point.

Oh yes, I remember the U36B's (and every other early GE locomotives') afflictions. They were hard to climb onto and get off of, they took forever and a day to load up, they rode rough, and they practically blew the brakeman off the running board whenever he walked past the air intake for the radiator. Of the 125 U36Bs built, we (SCL, that is) wound up with 108 units, *Auto Train* had 13, and Conrail picked up four. Interestingly, the four Conrail U36Bs were built for *Auto Train* before it began to falter and ultimately fail.

CSX continues to operate some time-sensitive intermodal trains, and GE's B36-7 locomotives provide most of the power for these movements. The B36-7 is a modern day version of the old U36B, and these second-generation racehorses are regarded highly by those of us who operate them. Train control equipped CSX GP40-2s fill in the gaps on these east coast trains and run on the point on trains operating over the old RF&P. Both models are truly fine machines, and the railroad is fortunate to have them.

But if those locomotives could talk (and they do, indeed), the GP40-2s with their tongues dragging the ground could be heard saying, "Mercy, where's the next stop?" while the GEs beg, "Just a little faster, please!"

◇

BOTH PHOTOS: DALE W. DIACONT

It seemed like that caboose was an orange dot forever on a doubletrack horizon. After 15 miles of chasing, train No. 82, Amtrak's *Silver Star* finally pulled even with the circus train (left). Another three miles at the legal 79 mph had us even with the pair of SCL U36Bs on the business end of the circus train (above). Sadly enough, the caboose, both the U36Bs and the SDP40Fs, and the white signals displayed for an extra movement are all consigned to our glorious history.

# RICHARD STEINHEIMER

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# Memories From Along the Lines

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Rio Grande Southern Galloping Goose No. 6 was built as a work car and never saw passenger service.

## Riding the Goose

Many of us have our favorite rail recollections. One of mine concerns my first ride on a Galloping Goose of the Rio Grande Southern, just before my induction into military service in 1942.

Arriving in Denver on a July day, I walked into the downtown ticket office of the Denver & Rio Grande Western and informed the gentleman at the counter that I wanted the "Grand Circle Trip," a loop west from Denver to Grand Junction, south to Montrose on the D&RGW standard gauge, on to Ridgway by bus, to Durango on RGS narrow gauge, east to Alamosa on the D&RGW narrow gauge, ending at Denver via standard gauge D&RGW. With a slightly bemused expression, the agent said, "We don't get many calls for that anymore, but I'll fix you up."

That afternoon found me westbound into the Rocky Mountains on Rio Grande's *Exposition Flyer* with two 4-8-4s on the head end. Gawking at the hard-working locomotives every time the train rounded a curve was soul-satisfying. Arrival in Grand Junction was late, but morning would bring me to narrow gauge country.

I boarded the *Mountaineer* next day, riding to Montrose mostly on the rear platform of the Pullman. The connection to the RGS in those days was by Rio Grande Motorway bus.

I found a Goose loading mail on the west side of the Ridgway depot and sat beside operator George McLean. The old Pierce Arrow had a temperature gauge in the radiator cap to inform an operator when to release water from a roof-mounted tank into a hot radiator. We climbed the long grade up Dallas Divide, dropping down the west side with the popping sounds so characteristic of a Goose engine decompressing.

Fellow passengers included a taciturn Indian and a young woman. She was a Pennsylvania native en route to Rico for a teaching position. As I marveled at the glorious scenery of the San Juan Mountains, I became aware that the young woman was less than appreciative. As we climbed up the grade from the San Miguel River valley and rounded Butterfly Trestle, I noticed her slumping down in her seat after she had peered out the window at the long drop-off below the track on her side. By the time we crossed the big trestle at Ophir, she was nearly on the floor, her face a pale green color. I later wondered if she left Rico the next day to return to her home in Pennsylvania.

I vaguely remember the Placerville station stop; cattle standing on the track in one instance, placidly munching grass; Rico and Dolores, where mail was unloaded; and a meet with a westbound freight. Upon my arrival at the Strater Hotel to rest before another day's narrow gauge riding, the desk clerk eyed my somewhat disheveled and dusty appearance as I gushed, "I just came in from Ridgway on the Galloping Goose."

That worthy loftily replied: "How quaint." (This was before the narrow gauge loomed so importantly in Durango's economy.)

The next day I rode the mixed train to Silverton, mostly atop the caboose. The following day I left Durango on the *San Juan Express*. The ride to Alamosa was enhanced by supper in the parlor car. The overnight ride from Alamosa to Denver on green plush completed my "Grand Circle."

I returned to ride a Goose in 1944, although the segment from Dolores to Durango had to be made via mail truck. My final ride on a Galloping Goose came in 1951, when I introduced my wife to the RGS. We had the front seat in the round trip from Ridgway to Lizard Head Pass—through service having ended, leaving tours only on each end of the line.

A year later the RGS was history.

*Jim Stitzel*
*Fort Collins, Colorado*

## The Shark That Lost Its Tail

We are not talking about the type of shark that swims in salt water, of course, but a Baldwin RF-16 locomotive. The Baldwin RF-16's were rather unusual looking cab units with a uniquely designed

overhanging front end. The appearance of the nose on these units suggested the nickname "Sharks." The Sharks were a great favorite with railfan photographers. If fans had been afforded the opportunity to work with these ungainly beasts, their enthusiasm might have been tempered: Sharks were very uncomfortable locomotives. The cabs were hot in summer, cold in winter, and in all seasons tended to fill with noxious fumes from the engine compartment. Visibility from the cab was poor, particularly in the rearward direction. The Sharks were equipped with an air-operated notch-less throttle, and the very large in-line eight-cylinder turbocharged diesel engine was slow to respond to throttle command. Worse yet, a Shark could only be MU'ed with another Shark.

In the second half of the 1970s, Michigan Northern Railway leased two RF-16 Sharks from a private owner. Both 1205 and 1216 had previously seen service on the Delaware & Hudson Railroad. The 1216 proved to be a reliable unit, a good pulling locomotive which performed reasonably well in low-speed drag service. The 1205, unfortunately, was a perennial shop queen, out of service more often than not. Without a mate to allow bi-directional operation, the usefulness of 1216 was greatly diminished.

Michigan Northern was a state-subsidized short line, created in the wake of the 1976 formation of Conrail. Michigan Northern operated over a 225-mile main line of the former Grand Rapids & Indiana Railroad. It extended from Grand Rapids, Michigan, north to Mackinaw City, Michigan, with a branch to Traverse City. At Mackinaw City, Michigan Northern connected with the Detroit & Mackinaw Railroad, which switched the venerable car ferry *Chief Wawatam*. In 1977, Michigan Northern was abruptly deluged with overhead lumber traffic moving from the Pacific Northwest to the eastern United States via the Straits of Mackinaw and the *Chief Wawatam*. The reason for the sudden surge of business was a controversial decision by Michigan Northern management not to participate in a national freight rate increase. The increased business was very welcome but posed a serious challenge to Michigan Northern's small fleet of elderly Alco road switchers. The two Baldwin Sharks were not brought to the property as window dressing: We desperately needed the power those two locomotives could provide.

This brings us to a very foggy fall morning in 1977 when I was southbound out of Mackinaw City with about 3,500 tons of lumber behind two Alco RS-3 road switchers and the orphaned 1216 Shark. The 1216 was the trailing unit, facing southward. It was part of the locomotive consist, but, as I explained, could not be MU'ed with the Alcos. The two RS-3s were adequate to handle the train over most of Michigan Northern's undulating track profile. When a steep pull was encountered, the Shark was to serve as our helper engine. On those occasions, our conductor was supposed to relocate to the Shark and operate the throttle. On this particularly dreary morning, the Shark had not yet been required when our train arrived at Pellston, a small community a few miles south of Mackinaw City. We had, first out in our train, a load of lumber to be set off at the lumber dealer in town. The community of Pellston had a number of grade crossings close together in the center of town. We didn't want to risk blocking any crossings in the dense fog, so we cut off the train north of Pellston, where no road crossings were present. We made our delivery, moving slowly because of the reduced visibility and the fact that our conductor was riding the ungainly rear ladder of the Shark. Dawn was just beginning to break as we began the move back to our train. The dawning light was making the dense fog even more opaque. The conductor's switch lantern was a barely visible small point of light. The Shark was not equipped with a headlight facing to the rear, a fact which contributed to our lack of visibility. We crawled up to every road crossing and stopped to check for automobile traffic. In my efforts to concentrate on the conductor's signals, I lost count of the number of road crossings we passed. Suddenly, the tiny light moved away from the train, waving a ragged but unmistakable washout signal. I pushed my independent brake handle to the limit, but not completely in time. We made a jarring coupling with our invisible train.

"I didn't see the train until we were right on top of it," the conductor explained when he got back to the cab. "I was so busy getting out of the way, I almost forgot to give you a signal. Sorry about that," he said. "Did we do any damage?" I asked. "We may have broken something in the drawbar on the Shark," he answered; "It looks like it's hanging down a little bit." He added, "You better be sure to keep 'em stretched." I took this advice very seriously and made every effort to keep tension on the drawbar as we pulled the train slowly back through Pellston and on south. A short time later, as we worked downgrade against the train brakes into Alanson, we spotted our relief crew waiting for us at trackside. With very little ceremony, we bundled off the lead Alco, grips in hand. The defective drawbar on the Shark was


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RAILROAD AVENUE ENTERPRISES

P. D. CUSTER

Baldwin RF-16 Shark 1216 still wears its Delaware & Hudson paint scheme, though it rests in front of Michigan Northern's enginehouse at Cadillac, Michigan, in June 1978. Today the enginehouse serves short line Tuscola & Saginaw Bay.

mentioned, but I confess we did not fully elaborate on our experiences in the fog at Pellston. We were completely exhausted from the night-long 12-hour shift and anxious to get to the comfort of our hotel rooms in Petosky. Only later did we learn that the relief crew didn't get very far. When they stopped to drop the train north of Petosky, the rear drawbar on the Shark simply fell off onto the ballast.

The drawbar-less "Shark without a tail" was set off in Petosky and later operated light engine back to the shop in Cadillac, 90 miles south. The train continued, minus the Shark, but had to double hills due to lack of sufficient power. Naturally, we had to explain our part in the affair to the superintendent. That gentleman was very understanding, considering the amount of trouble the incident caused. Our relief crew was absolved of responsibility after we confessed to causing the problem, but for a few hours, they were in hot water with the super. The Michigan Northern shop men in Cadillac did an excellent repair job on the Shark. The engine saw plenty of service subsequently and, as far as I know, suffered no ill effects after "losing its tail" in Pellston.

*Paul Baumgartner*
*Bartonville, Illinois*

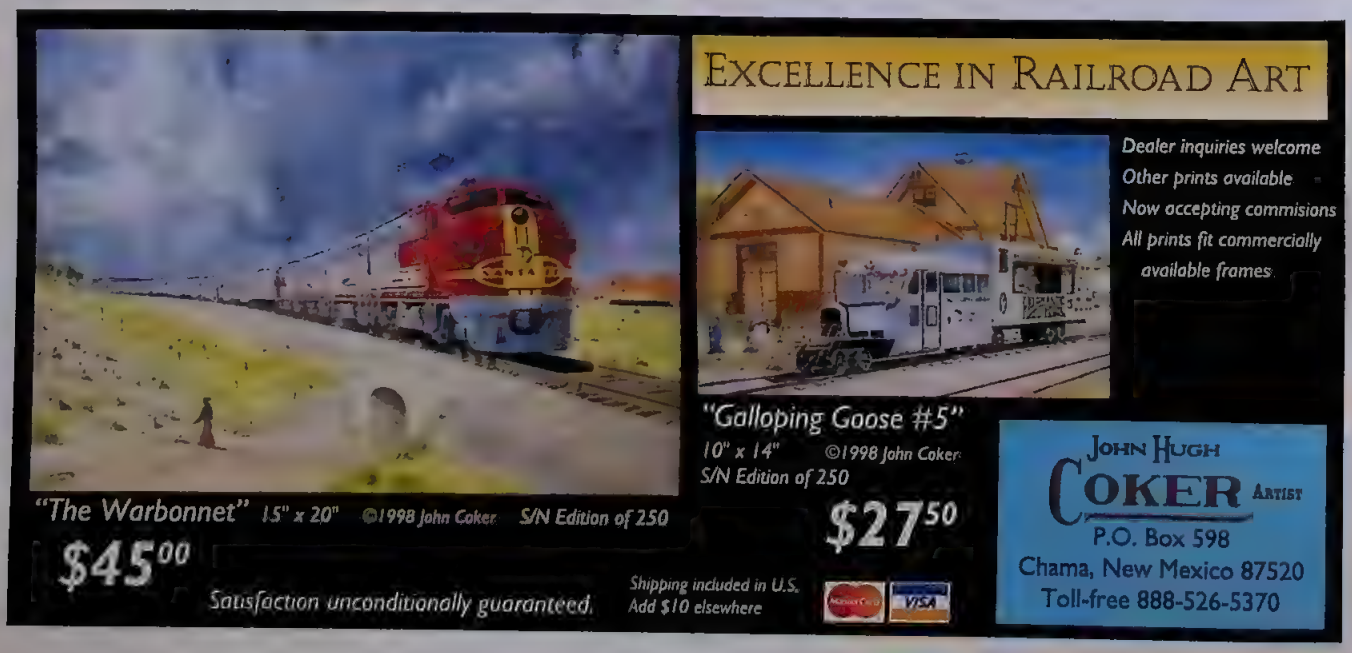
## Extra 7019 East

In 1953, as a newly hired fireman on the Oregon Short Line of the Union Pacific, I was working out of my home town of Glenns Ferry, Idaho. Glenns Ferry, in those days, was a subdivision point with a fairly busy yard and a 12-stall roundhouse. The town sits along the Snake River with a formidable climb to the higher plains on either side. Trains usually got helpers out of town in both directions. I was assigned to the fireman's extra-board working westward 168 miles to Huntington, Oregon. One through passenger run and about half the freight runs were still steam powered, the most common engines being the 3800-class 4-6-6-4 articulateds. There also were 3500-class 2-8-8-0s, 2-10-2s, 2-8-2s, and 2-8-0s and 800-class 4-8-4s. A few 7000-class Mountains were seen occasionally, but they were clearly on the endangered species list.

I was called for duty on the early afternoon of December 27, along with engineer Frank Crane and a train crew, to deadhead to Huntington, Oregon, on No. 17, the *Portland Rose*. Next to the streamlined *City of Portland*, No. 17 was the premier passenger train and usually left Glenns Ferry at 2 p.m. to arrive in Huntington at 6:30. Huntington was where the Idaho Division and the Oregon Division met.

We were not told why we were deadheading but felt it must be pretty important for us to be riding the *Portland Rose*. We spent most of the trip confined in the men's room-smoker of a coach. There we could swap yarns and try to second guess what kind of a special train we were going to get on our return trip.

Upon arriving at Huntington, we were told that we would probably be called for duty about 9 p.m., but there was no



mention of what train we were to get. Maybe it was a hot main (troop) train or a passenger special carrying some group of dignitaries. Deadheading was considered rest, so we could be worked a full 16 hours upon call. We headed to a local beanery for some dinner and then to the railroad crew house, where we could read, play some cards, or whatever to pass the time.

We hadn't been at the crew house long when the call boy (crew caller) arrived with the announcement: "Crane and Clark on duty 9:49 p.m. for Extra 7019 East." He had no information on what train we were to pull. It was always good to get a call, since it removed a lot of uncertainty. Now at least we knew when we were going to work and on what. A 7000-class engine added to the mystery. The 7000-class locomotives were built by Alco's Brooks Works in 1922. Before the arrival of the 800 class in 1936, they were the premier passenger power. But by 1953 they were pretty tired.

We guessed our train could be an army main train, but usually they drew 800-class 4-8-4s or 4-6-6-4 Challengers. It might be an engine off of the Oregon Division going to the shops at Pocatello, but if that was the case, why would the railroad go to the expense of our fancy deadhead? In any case, it had to be important and fast for us to draw a passenger engine, even if it was old.

My bubble burst when I found out our train consisted of 56 empty gondolas. Who, on the 27th of December, needed 56 gondolas in such a rush remained a mystery.

We boarded the 7019 and, after preliminary work, headed into the Huntington Yard to couple on to our train. We finished our air test and got our orders so that we started to roll about 10:30 p.m. The engineer, Frank Crane, was, in my opinion, a very good engineer. It was a pleasure to fire for him. Initially, he put on a grouchy appearance, but it was just that—appearance. After getting to know him, I found him to be a good friend and teacher.

Three miles out of Huntington, the rails crossed the Snake River from Oregon into Idaho on a high deck bridge with a sharp curve at the east end. It was gentle running at first. After clearing the curve, Frank got serious and really put the 7019 to work. The 7000s were great to listen to as they had a nice sharp exhaust. With an oil burner, it was now time to sand the flues.

Flue sanding was necessary to remove the accumulation of oily soot that collected on the walls of the flues and acted as an insulator, reducing the steaming abilities of the engine. It was removed by feeding sand from a storage bin located on the front of the tender through a small door in the firebox while the engine was working hard. The heavy draft literally sucked the sand through the flues and out the stack, scouring them in the process. The 7019 was unusual in that it had a tongue-and-groove wood wall across the back of the cab. A plain house type door allowed passage into the cab from the tender gangway. It was a sort of vestibule cab applied to the 7019 while it was used as a passenger helper in the Blue Mountains of Oregon to protect the crew from the cold while backing the engine. It was interesting making trips back and forth through that door with the sand scoop.

Nampa, Idaho, is about halfway between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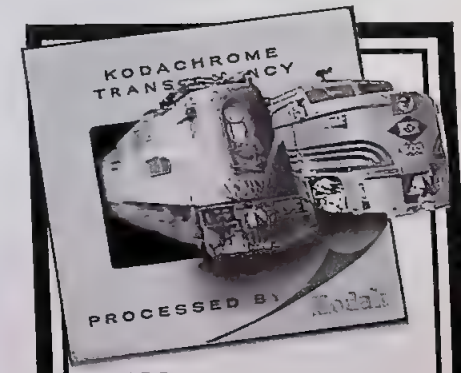


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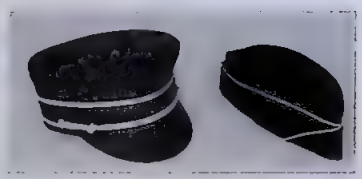

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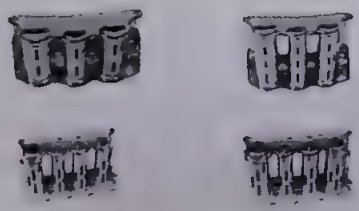

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Huntington and Glenns Ferry. Most freight trains entered the yard at Nampa, where the trains would have a considerable amount of switching done to them. Meanwhile, the crews would go to dinner. The first half of the run mostly followed the river and was nearly flat, so, except for mandated slowdowns through towns, maximum track speed was the rule. On the way to Nampa, we met a freight in the hole at Weiser and another at Nyssa, where we stopped for water. We got to Nampa at 2 a.m. We were directed right up the main track past the depot like the streamliner and bypassed the Nampa Yard, which meant we also bypassed dinner. But it was worth it to get a fast run.

East of Nampa we traveled on the freight main line toward Glenns Ferry, which has a long grade for about 25 miles to Orchard, where the passenger main line from Nampa through Boise rejoined the freight main. The 7019 really talked going up that grade and steamed quite well. Of course, a lot of it had to do with Frank being a good engineer and not one of those "stack rattlers" that felt the more noise they made, the better the run. Frank knew the exact combination of throttle position and cutoff for maximum power and efficiency—something that seemed a gift to a chosen few.

We took water at Orchard and met another freight, after which we made a respectable run to Mountain Home, where we headed in the pass for No. 25. This was a nameless mail train that originated in Pocatello and ran to Portland. It was always pulled by an 800-class 4-8-4 and usually had only about seven or eight cars, so that it was almost always on time, with so light a train and so powerful an engine. However, No. 25 was not due at Mountain Home until 6:02 a.m. This meant that we spent quite a bit of time in the hole waiting for it.

As soon as 25 cleared, we headed out, and when the rear end lined the switch behind us, we really took off. I suspect that Frank may have felt it was the last time he would have a chance to run one of the 7000 "Sport Models," and he really poured it on. It's 12 miles from Mountain Home to Reverse, the top of the hill descending to Glenns Ferry. The track was straight as a string with a sag in the middle. A real racetrack! And race we did! The old engine was pretty loose and started nosing from side to side quite violently at high speed. One moment I could not see the track ahead, and the next moment I could see it and the telephone poles on the other side. It was pretty scary! My main consolation was that I thought Frank knew what he was doing. It was certainly

exciting, but I felt relieved when Frank set the air brakes to start the descent down the hill.

We tied up at 8:20 that morning, having entered the yard at Glenns Ferry and taken the 7019 to the roundhouse, where we left it for the hostler. It had been a long day and night but an exciting one not to be forgotten soon.

What happened to the 56 gondolas or why someone was in such a hurry for them remains a mystery. But I do know the 7019 broke its main rod on the fireman's side on its next trip west out of Glenns Ferry. My good friend Butch Wise was firing it and told me that he thought the engine was going to turn over any moment as the rear end of the main rod kept digging into the ties and ballast. Fortunately, it stayed on the rails. I was certainly glad it didn't happen during our fast run the night before! I don't know what happened to 7019 after that. I never saw it again.

*Les Clark*
*Floresville, Texas*

## Learning a Lesson in 1940

A favorite diversion during ninth grade Social Studies class was counting cars on the freight trains which frequently passed by on the far side of the Bergenfield High School athletic field. There were usually somewhere between 50 and 100 of them, and you could guesstimate the numbers, before the actual countdown, by observing the speed of the train, the number of steam engines up front, and the vehemence of their huff and puffs. Certain of us would wager sticks of gum on these numbers, and I soon got to be a frequent chewer.

Sometimes I'd daydream about what it might be like to "hop a freight." One Friday evening, while walking to a basketball game at the neighboring Dumont High School about a mile north of my home, I heard the unmistakable sounds of a really slow freight approaching upgrade from the south. The Dumont High School was also next to the tracks, so I thought, "Why walk when I might ride?" A jog to the next grade crossing got me access to the tracks, just as the freight huffed into view at about 10-12 mph. I could run that fast, at least for a while; so when the train seemed about half past me, the optimum distance between the eyes of the engineer up front and the brakeman in the caboose, I sprinted alongside, grabbed a ladder-hold on the back-end of a boxcar, and hopped up onto my first (and last) freight. I was "riding the rails," as they would say.

The deed having been done, and not sure about what to do next, I just hung on for dear life as the train, unexpectedly, began picking up speed. The upgrade through Bergenfield had crested at the Dumont town line and then began a downgrade run, accelerating the "slow freight" to about 40 mph as it passed by the Dumont High School, at which speed I wasn't about to jump off. Surely it would slow down somewhere soon, hopefully still in Dumont—but that was not to be.

So on I hung as on we rolled past Dumont, Haworth, Harrington Park, leaving suburbia behind, and still picking up speed as we passed the New Jersey/New York state line at Tappan. Now in open country about 15 miles north, a halt in the chugging sounds up front and the squeal of brakes below me signaled a prayed-for reduction in speed. When the train slowed down to about 15 mph, I and my now aching arms decided this was about as good as it would get and jumped off. (That was a smart move—I later learned that train wasn't scheduled for a full stop until it reached Newburgh, 35 miles further north). I hit the ground running, but not quite fast enough, and tumbled in the ballast, skinning various body parts and tearing up the clothing which covered them.

Not knowing quite where I was, I followed the nearest lights in the dark and came upon the village of Orangeburg, New York, and eventually its bus station. Yes, there would be one last midnight bus passing through Bergenfield on its way back to New York City, and the fare was 25 cents. A pocket search yielded up the 15 cents my dad had given me for admission to the basketball game. I surveyed the faces in the waiting room and spotted a friendly looking middle-aged man who looked like he might possibly be the father of a 14-year-old dope like me. I told him my tale, straight and true, and he gave me the needed dime. My offer to mail it back to him brought forth an amused grin, and the words "never mind!"

The bus let me off a half mile from home. When I tried sneaking into the house at about 1 a.m. (two hours past curfew), my mom was waiting up for me. "Where have you been?" she demanded. I decided to tell her the truth. It had helped earlier with my surrogate dad—maybe it would help again now with my mom. I don't remember what she said. She just covered up my scrapes with iodine and Band-aids, and then we both went to bed—me to peaceful, thankful sleep, and she to I don't know what. My real dad, having apparently given up on worrying about my whereabouts, slept through it all; at least I think he did. Maybe he was just playing possum, letting my mom deal with me. I'll never know for sure, this side of Heaven. I do know I never "hopped a freight" again, and it wasn't because anyone told me not to.

*Carl Baumann*
*Oswego, New York*

## An Evening in Lynchburg

It may surprise the Amtrak-era railfan, yearning for a return to the good old days when the *Crescent*'s name was prefaced by *"Southern,"* to learn that the railway in question was not always revered as a passenger train proponent. Quite to the contrary, during the 1960s, the Southern was more prominently associated with CTC, mid-train power, and rate innovations. Passenger train news 30 years ago was devoted largely to a long list of train-off petitions. Thus, reviewing an evening's worth of trainwatching at the Southern's Kemper Street Station in Lynchburg, Virginia, in January 1967 might serve to illuminate some of the differences between then and now.

The night's activity commenced with the appearance of No. 34's headlight in the tunnel at the south end of the station. Unlike its similarly named cousin of the early 1970s, this *Piedmont* was still termed a *"Limited,"* at least in the timetable. In addition, it ran overnight, rather than being the main line's daytime accommodation/piggyback schedule.

Although its operation had been cut back to only Salisbury, North Carolina–Washington, D.C. , a 10-6 sleeper destined for New York was included in the consist, which was headed by a pair of E7As. In addition to this one streamlined car, the train's equipment consisted of two 1000-series modernized coaches, plus six heavyweight headend cars, including a pair of R.P.O.s and a Nickel Plate baggage car.

Based on this introduction, it appeared that passenger train style was in decline on the Southern. During the 1960s, the E and F units used to power the road's passenger trains had been repainted black, retaining the same basic scheme as previously, but lacking the traditional green and gold livery. As was apparent from No. 34's consist, however, a darker shade of green continued to appear on the passenger car fleet, since many of the line's patrons—as well as the still ample headend business—rode in less modern equipment than that which would distinguish the *Southern Crescent* of the 1970s.

By the mid-1960s, Southern's fleet of limiteds had been diminished greatly, both in numbers and in style. This was true especially in the western portion of the system, where operations such as the *Kansas*

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*City-Florida Special* were only memories, and where the *Royal Palm* had assumed a coaches-only schedule, terminating in Valdosta, Georgia, at an uncivilized hour.

No. 37's arrival in Lynchburg—the southbound *Crescent*—shortly after 34's departure, indicated that even those trains which remained more or less on their old schedules often seemed to be alive more in body than in spirit. The former pride of the New York–New Orleans route was not overwhelming: an R.P.O., baggage, and two modernized coaches, followed by a stainless-steel diner, three 10-6 sleepers (including Chesapeake & Ohio's *City of Hinton*), and one very distinctive car—the sleeper-lounge *Crescent Moon*, with its deluxe Master Room (including shower) accommodations.

Although the train did not look like a crack limited, the timetable did note that this was still a first-class-only "no coaches between Charlotte and Atlanta" train. If this proved correct, and all three E8s on the point went through to the Georgia capital, an on-time arrival in Atlanta was not going to be impaired by a lack of horsepower.

A pleasant sidelight to trainwatching at Kemper Street was the opportunity to listen to the announcements made over the station's P.A. system. Unlike the perfunctory and barely informative (if audible at all) attempts at communication often experienced elsewhere, the gentleman on duty in Lynchburg prided himself on providing the requisite information—and more—in a very pleasing manner. Hearing No. 37's imminent arrival heralded as "The *Crescent*, coach and Pullman streamliner, for Danville, Greensboro, Charlotte, Atlanta ...", rendered in a mellifluous drawl, was a memorable experience. The Southern had seen fit to equip its passenger diesels with mellow five-chime horns; perhaps this attention to detail had been carried over into station operations, as well.

While the next arrival was duly announced, the *Pelican*'s notice did omit the word "streamliner." Certainly no consist beginning with and terminated by Pennsy express boxcars deserved the term. Perhaps cognizant of its lesser status, it came to a halt along the far platform. Maybe Southern dispatchers had rules of style, also.

Indeed, had the PRR cars not been equipped with "passenger equipment" steam lines, number 42 might have merited description as a mixed. Even the power was more freight oriented: two FP7s and an F3. Behind the locomotives were six headend cars, while two more trailed the four passenger-carrying vehicles. Nonetheless, in addition to the seemingly obligatory pair of modernized coaches, there were two stainless sleepers, the *Ware County* from the Atlantic Coast Line and another from Southern's own inventory of postwar equipment.

Following 42's departure, the arrival of the southbound *Southerner* made up for the lack of style of its plebeian predecessor. Except for business car 6 on the rear, the entire train consisted of gleaming stainless steel equipment. In addition to the streamlined R.P.O., baggage, coaches, and diner, 47's consist included a lounge (a *Royal Palm* veteran) and five sleepers: one from the Louisville & Nashville and four others bearing evocative regional watercourse names (the *Tugalo, Seneca, Altamaha,* and *Saluda Rivers*).

With the *Southerner*'s departure, accompanied by a memorable announcement, the high point of the evening seemingly had been reached. The northbound *Crescent* was due, but, based on its southbound counterpart, it was not likely that it would rival 47. In addition, it was running somewhat behind schedule.

Its appearance was somewhat of a surprise, then. There was a similarity between 37 and 38 in the motive power department, but then, the three Es on the train now in the station would be well occupied in keeping their 16-car consist from losing any more time as they contended

GEORGE W. HAMLIN

Southern train No. 34, the *Piedmont Limited*, arrives at the Lynchburg, Virginia, station on January 13, 1967.

with the undulating profile of Southern's "North End."

All of 38's passenger cars were lightweights, including a coach-lounge, a C&O 10-6, and the *Crescent Harbor* as the first-class lounge. In addition, however, there were six other sleepers, including the Armour yellow *Pacific Crest* from Union Pacific, for a total of eight cars offering first-class accommodations. The two R.P.O.s were heavyweights, but that really didn't detract from the otherwise streamlined consist; there was little doubt that this was the event of the evening and a train worthy of the historic name it carried.

All things considered, 38 provided a fitting finale to a very enjoyable evening, even if it had been marred aesthetically (ever so slightly) by the fact that the Es were black instead of green. Little did we realize at the time that a modicum of patience (five years' worth, to be precise) would allow that deficiency to be corrected. The road which was about to begin emblazoning "Look Ahead—Look South" on its locomotives would prove capable of looking back to its proud heritage and would restore sylvan green and gold to its rightful place: at the front of a train whose description as No. 1 indicated its ranking, in the minds of many, as well as its operating designation.

*George W. Hamlin*
*Fairfax, Virginia*

## Big Four Wine Caper

Yarns about wine often show up in railroad folklore (Bottle of Wine, Fruit of the Vine, Charlie Oden, *VR* 11, is a delightful example).

A classic wine story was told by Bill Hayes, a colorful public relations boss of the Rock Island in the post–World War II years. Hayes was fond of recounting his boomer days, particularly as a "footboard yardmaster," and earlier as a switchman on the old Big Four (Cleveland, Cincinnati, Chicago & St. Louis). Hayes was reluctant to pinpoint the location of his wine adventure, but it probably took place at Bellefontaine, Ohio, the center of the X-shaped railroad and headquarters of the Ohio Division superintendent. The busy Bellefontaine Yard was flat switched, and Hayes described a typical scene of train makeup involving a rambunctious crew. (Perhaps he was one of the switchmen involved?) A cut was shoved hard against several standing cars including a tank car. The adjacent flatcar contained a load of pipe. The physics of the impact took over, and the top pipes quickly sought out the tank car end, rupturing it. A bright red liquid spewed from the leaks. As if from nowhere, a slew of yard employees of every stripe rushed to the scene carrying hastily emptied lunch buckets, dippers, pails, cups, wastebaskets. Even hats were pressed to the task. No doubt these folks worked through their trick happily, if not efficiently. Hayes never owned up to his part in the Big Four wine caper, and management's disciplinary response likewise went unrecorded.

*Joseph Howard*
*Skokie, Illinois*

## Under the Wires in Philly

FRANK W. POWELL

**Sleek Pennsylvania Railroad Alco PA-1 5756 ushers a freight train through the maze of trackage at Shore Tower in Philadelphia in March 1960. Despite the fact that the passenger diesel is heading up a freight train under catenary, the classy PA doesn't really seem out of place.** ◇

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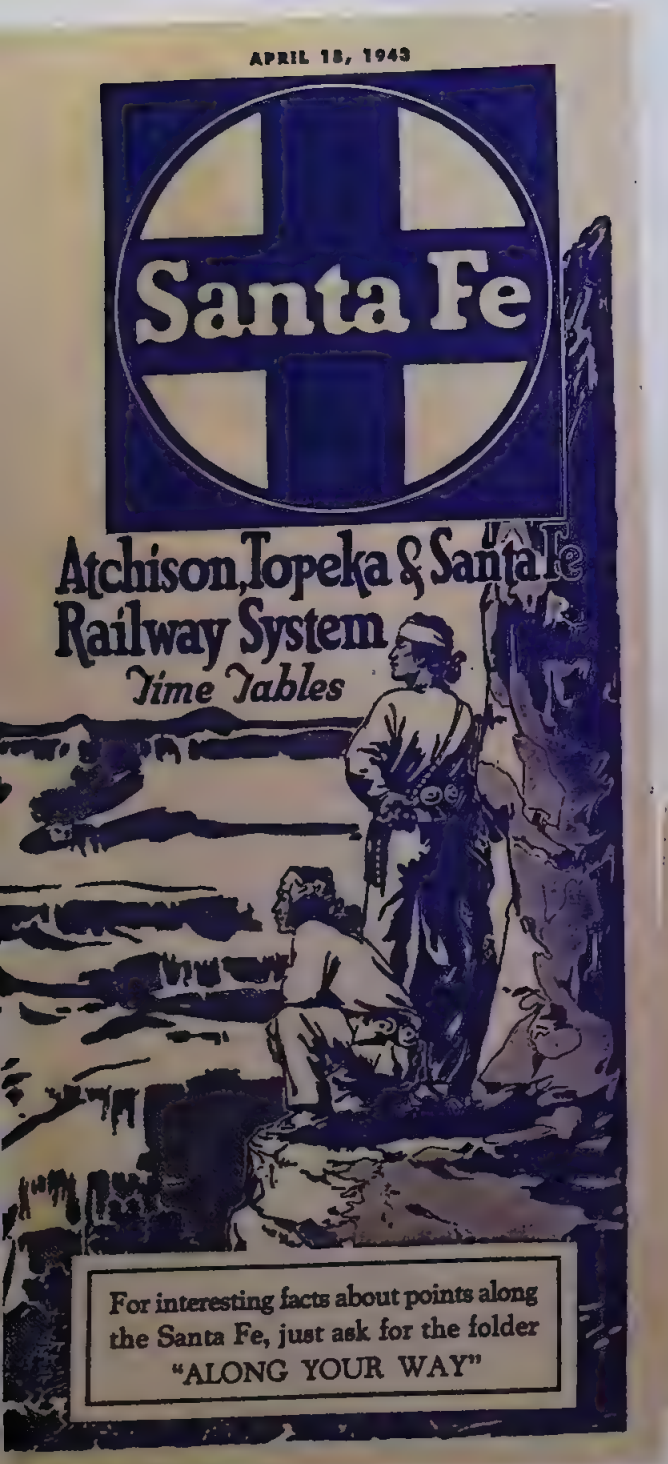
## Time-Tables: 1943

By John Kelly

# Santa Fe Moves the Troops




JOHN KELLY COLLECTION

In 1943, the Atchison, Topeka & Santa Fe Railway helped support the United States in World War II by transporting military troop trains from the Midwest to California. Santa Fe also set the standard for luxury rail travel on the transcontinental Chicago–Los Angeles route. The *Super Chief*, bright red and silver Warbonnet diesels followed by gleaming stainless-steel passenger cars, thundered across the plains of Kansas and the desert flats of Arizona. The April 18, 1943, Santa Fe public timetable listed No. 17, *Super Chief*, departing Chicago's Dearborn Station at 5:30 p.m. Tuesday and Saturday, with third day arrival in Los Angeles at 9:15 a.m. The extra-fare *Super Chief* also had "Meals by Fred Harvey." Other fine passenger trains in the Santa Fe fleet included: the *Chief*, *El Capitan*, *California Limited*, *Grand Canyon Limited*, and the *Scout*. The Santa Fe encouraged rail travel to New Mexico, Arizona, and California. The railroad also helped promote the art and culture of southwestern American Indians. Zuni Indian guides lectured on the *Super Chief* and *El Capitan* through New Mexico. Beginning in 1946, magazine advertising featured "Chico," the fictional mascot, and his slogan "Santa Fe All the Way."

Founded by Cyrus Holliday and chartered in 1859, the Atchison & Topeka Railroad joined the two Kansas cities, the base from which the entire system grew. In 1863, the company changed its name to Atchison, Topeka & Santa Fe. At that time Santa Fe, New Mexico, was the trade center of the vast Southwest. Though it took 17 years, the railroad finally reached Santa Fe in 1880, via an 18-mile branch line from the main line at Lamy, New Mexico. One of the most famous trademarks in railroading was Santa Fe's cross and circle emblem, developed in 1901. It was reported the logo symbolized four points of the compass, surrounded by the wheels of transportation with the words "Santa Fe" in the center. The logo endured for 95 years until the official Burlington Northern Santa Fe merger on September 22, 1995.

JOHN KELLY COLLECTION

## Government Intervention

On December 27, 1943, President Roosevelt issued an order for the government to take control of the railroads, an action caused by a threatened strike of the railway labor unions over wages. A last-minute lobbying effort by railroad leaders persuaded the government to back down when the railroads agreed not to strike and vowed to give top priority to troop trains with military supervision. The government insisted on complete cooperation among competing railroads handling military trains, and railroad unions were bound to the non-strike agreement for the duration of the war. Non-compliance with any of these conditions would have forced the government to take over and manage the railroads, a situation that had occurred during World War I, and that railroad officials did not want to happen again. In addition, all requests for new rolling stock or locomotives had to be approved by the War Production Board.

## Susquehanna Streamliner

The New York, Susquehanna & Western added two streamlined Motorailers to its New Jersey commuter service. The cars operated on the 15.3-mile run between Paterson, New Jersey, and Susquehanna Transfer, where passengers switched to buses for the ride into New York City via the Lincoln Tunnel. Since 1941, industrial expansion in the Paterson, New Jersey, area had created new jobs and increased Susquehanna ridership. For the first six months of 1943, passenger counts on this line were 472,000, an indication of the streamliner's popularity. The 80-passenger motor cars, built by American Car & Foundry, were completely modern in design and decor. Interior colors were in two-tone shades of blue and gray. Passenger comforts included air-conditioning and high-back reclining seats with foam rubber cushions. Car exteriors were maroon and light gray, with a painted aluminum roof. When coupled, the two motor rail cars made a double-ended train, with a cab and complete control equipment at either end.

## Colorado & Southern Narrow Gauge

Colorado & Southern narrow gauge steam locomotive No. 76 made its final run from Leadville to Climax, Colorado, on August 26, 1943. The remaining 14 miles of narrow gauge track were then converted to standard gauge to increase operations at the Climax Molybdenum mine, as the mined ore was critical to the war effort. The widening of the gauge eliminated the delay and expense of transferring ore concentrate from narrow gauge to standard gauge cars. Loaded ore cars could now be interchanged with the Denver & Rio Grande at Leadville. The 14-mile Leadville-Climax line was the last section of the original 384-mile C&S line. Its conversion brought to a close the history of the famous narrow gauge system, dating to the early development of central Colorado's gold rush.

J. MICHAEL GRUBER COLLECTION

Duluth, Missabe & Iron Range Yellowstone type 2-8-8-4 229 dominates the scene in Two Harbors, Minnesota.

## Postwar Competition

Railway Age (November 11, 1943) "Passenger Progress" report cited railway executives and passenger traffic managers as seeking creative ways to keep passengers riding trains after the war. In order to do this, railroads planned new lightweight trains designed for comfort and speed. The modern trains would have lunch-style dining cars and lounge cars. Interior decor would include pastel colors, carpeting, window shades, and indirect lighting. Most railroads wanted faster and more frequent rail schedules, a reduction in passenger fares, and greater safety. The railroads expected increased competition from airlines, buses, and automobiles in the postwar era and were prepared to meet that competition with an optimistic plan.

## CB&Q Galesburg Yard

Chicago, Burlington & Quincy remodeled its freight classification facility at Galesburg, Illinois, originally built in 1932. Modern in every respect with new layout and equipment, the upgraded yard took the war-time knots out of operations at this key point in the Burlington system. Galesburg, located 162 miles west of Chicago, was the hub of five main lines on the Burlington, extending east to Chicago; west to Omaha and Denver; north to St. Paul/Minneapolis; and southwest to St. Louis and Kansas City. Redesign plans included a new westbound hump facility, car retarders, power-operated switches, communications systems, floodlights, and additional arrival/departure tracks.

Galesburg Yard also had a large engine terminal and a fully equipped light car repair shop, with capacity for 310 cars. The rebuilt yard provided storage for reconditioned rail and turnout material. In addition, the company's timber preservation plant for treating crossties and bridge and building timbers was located there.

## DM&IR Freight Power

Baldwin Locomotive Works completed an order for 10 articulated 2-8-8-4 type freight locomotives for service on the Duluth, Missabe & Iron Range. Ranked among the largest built for service in this country, the locomotives had a tractive force of 140,000 lbs., an engine weight of 695,000 lbs., and a total engine and tender weight of 1,132,000 lbs. The new locomotives were given road numbers 228 to 237. They were assigned to handle ore trains of 6,000 gross tons from the Vermilion and Messabi Ranges in Minnesota to the ore docks in Duluth and Two Harbors. The 25,000-gallon tender tanks permitted one-way trips without water stops. The round trip from the ore range to the docks required 12 and 10 hours, respectively. ◇

A BL-2 in the freight scheme and several F units painted in the passenger colors are all lined up in Monon's big Lafayette Shops on August 21, 1959.

"They called them 'Eighty-eighters,' 'cause this was 88 miles, from here to Chicago."–Don Whitlow

In the small Indiana town of Monon in the old civic center right downtown, a group of former Monon Railroad employees gets together to share personal experiences about the Hoosier Line. A few other people associated in one way or another with the railroad have also joined the group, giving the get-together the feeling of a town meeting. The large turnout shows that even today, 28 years after the railroad was merged into the Louisville & Nashville, townspeople have not forgotten the railroad whose two major lines crossed in their city.

Many of the various trades associated with railroading are represented here today: conductor, engineer, fireman, brakeman, car knocker, communications/signal maintainer, M of W section foreman. The nine railroaders present have a combined seniority of more than 270 years.

LOUIS A. MARRE

# A Railroad and a Town: MONON PORTRAIT

By James P. Ziegler

Former conductor Bill Baker sums up his third of a century on the railroad in a few short sentences: "Well, I hired on the Monon in November 1950, and 12 years ago I retired. [...] I spent 36 years there. Of course, you hire in as a trainman on the extra board, you're promoted to a conductor, then you work according to your seniority, and that's the story of my life, I guess. I enjoyed it very much when I started, and the longer I worked, the more it changed, the more I was ready to get out of it, though. That's the way I felt about it. But I'm glad I spent my life that way. It was good to me."

JAMES P. ZIEGLER

Some of the Monon residents attending the "town meeting" are, from left to right, back row: Bill Baker, James Hadley, Harold Harvey; front row: George McBee, John Keys, Phil Swisher, Leonard Whitlow.

For well over a century, Hoosiers like Bill Baker made a living from this railroad. Monon roots reach back to 1848, when on May 3 ground was broken for the New Albany & Salem Rail Road. By 1854, the line stretched from the Ohio River at New Albany to the Great Lakes at Michigan City. Receivership befell the railroad in 1858, and the following year it was reorganized as the Louisville, New Albany & Chicago Railroad.

In 1872, the Indianapolis, Delphi & Chicago began work on a Chicago-Indianapolis line that was supposed to become a link in a narrow gauge route to the Atlantic. The railroad soon failed, as did several of its successors. On May 20, 1881, the LNA&C consolidated with the latest successor, the Indianapolis & Chicago Air Line. Within the next three years, the LNA&C completed the line (by then standard-gauged and referred to as the C&I Division) to Indianapolis and pushed to a Chicago & Western Indiana connection at Hammond.

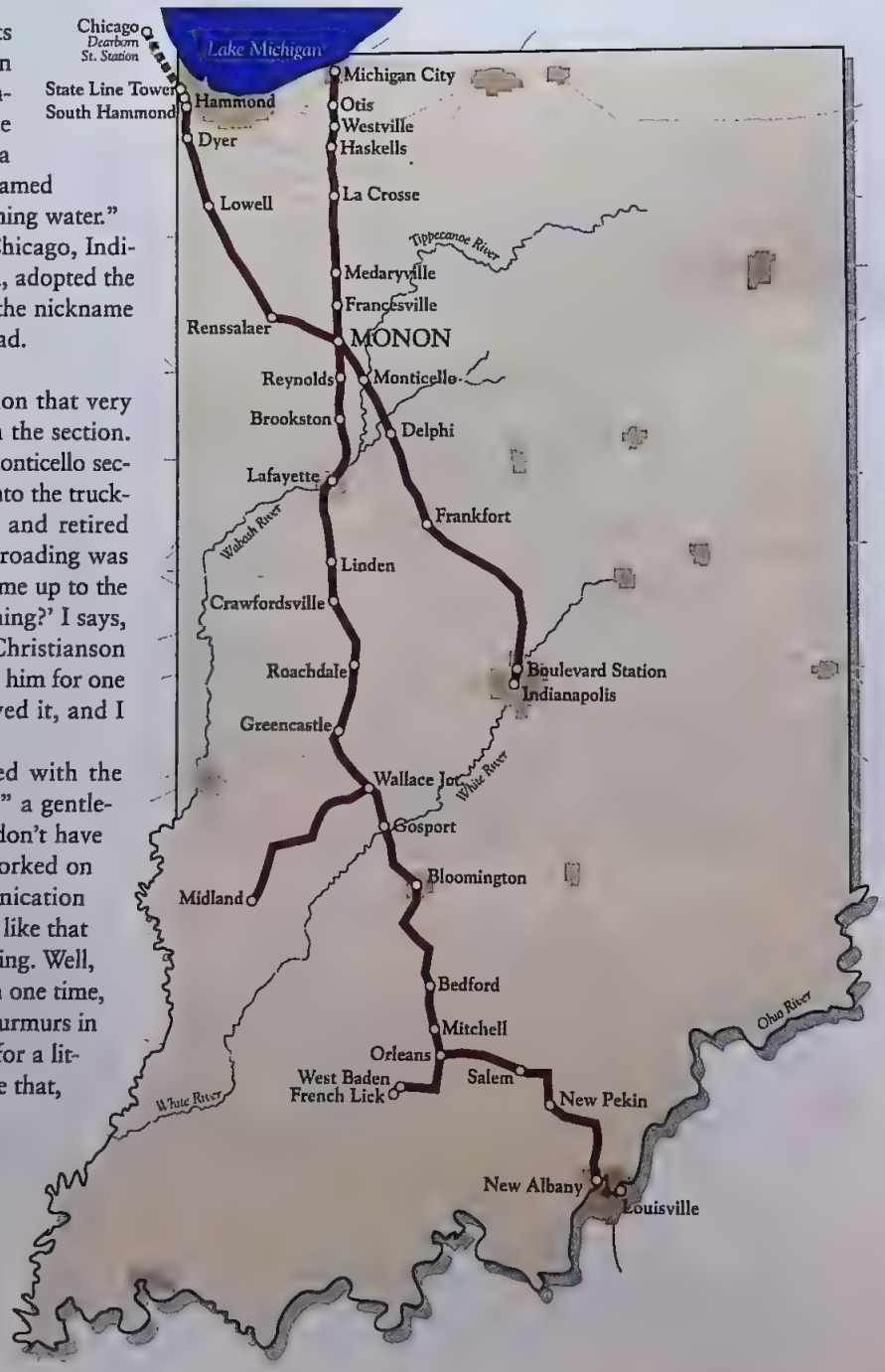
With this acquisition, the railroad had gained its basic X shape, with the two lines crossing at a town originally known as New Bradford (which, incidentally, had been platted in 1853 by James Brooks, the railroad's first president). Borrowing the name of a nearby stream, in 1879 the town was formally renamed "Monon," a Potawatomi word meaning "fast running water." The railroad, although officially known as the Chicago, Indianapolis & Louisville since an 1897 reorganization, adopted the name as well. The "Monon Route" became first the nickname and then, in 1956, the official moniker of the railroad.

Steve Burbage happened to return to the Monon that very year after a long absence: "I started in 1946 with the section. Then I worked the freight house up here and the Monticello section on the old Monon. And I quit 10 years, went into the trucking business, then I come back switching 1956 and retired 1986—30 years. The reason I come back into railroading was on account of Don Dietrich, trainmaster. He called me up to the Monon depot and said, 'Do you want to go switching?' I says, 'Well, I don't know nothing about it.' And Bob Christianson was switching here at that time. I was student under him for one night; the next night I got paid for it. But I enjoyed it, and I mean, pretty good job—good pension."

Not everyone agreed, and not everyone stayed with the Monon for decades. "My name is George McBee," a gentleman at the end of the table introduces himself. "I don't have enough whiskers compared to these guys. I just worked on the section one summer, and I was on the communication gang for a little bit. I didn't stay with it. I just didn't like that kind of work. Hard work on the section: back-breaking. Well, everybody in Monon, I think, worked on the section one time, it seems like." At this point, everyone in the room murmurs in agreement. "I ended up on a communications gang for a little bit, trying to learn to climb poles, and I didn't like that, so I quit. Ended up being a carpenter."

The town that gave the railroad its name did not house major shops—those were in Lafayette. Major classification yards were located elsewhere, too, at South Hammond for the north end and Bloomington for the south end of the system. General offices were in Chicago. But Monon was the crossroads, right in the middle of everything—the heart of the Hoosier Line. Local and yard crews, telegraphers, clerks, freight house employees, section crews working in four directions, car knockers in the yards, and hostlers at the roundhouse kept the Monon moving—and kept a lot of people in town employed.

Traffic on the Chicago-Monon line easily overshadowed that on the Michigan City–Monon route. Michigan City never became the big port Monon predecessors had hoped it would. But the Windy City developed into a railroad Mecca. Coal, grain, and Indiana limestone moved north toward connections at Chicago; the Chicago-Louisville corridor forwarded a high volume of bridge traffic between other carriers; and for a short time in the post–WW II Barriger years, the Monon operated out of Chicago two passenger trains to Indianapolis and two to Louisville.



HAROLD HARVEY COLLECTION

**Left:** Townspeople survey the destruction after the southbound *Thoroughbred* demolished the Monon depot on September 17, 1951. This photo appeared on the front page of the September 20 issue of the MONON NEWS.

**Below:** In the process of designing Monon's post-war passenger cars, Raymond Loewy came up with the red and gray passenger scheme, based on Indiana University's school colors of cream and crimson. By the time of this photo, taken August 21, 1959, in Lafayette, the passenger scheme doesn't have long to live: The black and gold freight scheme (derived from rival Purdue University colors) will soon win out.

In Monon, trains heading from Chicago south toward Louisville had to negotiate a sharp, 9 degree curve to reach the rails of the original Michigan City–New Albany line. And on September 17, 1951, a day the town of Monon will not soon forget, this curve proved disastrous for the southbound *Thoroughbred*.

For reasons never adequately explained, engineer Herbert Dickerson did not slow train No. 5 for the Monon station stop that day. Fruitlessly, his fireman, Charles Henriott, attempted to wrestle control of the locomotive from the engineer. The two F3s hit the 15 mph curve at over 60 mph, derailed, and plowed into the depot. Only the engineer was killed, but engine crew members (there was a second crew in the second F3), the telegraph operator in the depot, and two women waiting on the platform were injured.

"I was on a ladder over here [in town]," retired engineer James Hadley relates, "and I heard him coming down through the yard. And I got down off that ladder to look to see whether the signal was lined for the Air Line or not. I seen it was lined for the main line. I said, 'He'll never make it.' I started running over there, and when I got to the highway there, they'd done gone through the depot, and Joe Robinson was laying on the highway, and I picked him up. Then I ran on down there and turned off one of the engines. Oil was flowing all over the place." Then his attentions turned to the demolished depot: "Cookie Eberhard, I could hear him in there yelling. It pinned him against the building. He was the operator; he was only 16 years old."

"The people here in Monon, we were all family," Louise George explains. "That particular day was a day of tragedy." For her the incident struck particularly close to home: Her mother was aboard the train, and her sister had come down to the station to await her mother's arrival. George's sister was one of the two injured women on the platform. "My mother got off the train and saw my sister lying there," she relates, "and didn't even recognize her."

SOME MONON INCIDENTS, THOUGH POTENTIALLY deadly, did not turn out so tragically. Track cars weren't protected by the dispatcher back then as they are now. "Well, you had gang cars, and you had two-man cars," Leonard Whitlow, communications, explains. "We were on a two-man car. And we had a portable radio, kept yelling for Bedford, trying to find out where the train was. Never could get Bedford. Well, instead of setting off, old Jack—wide open. We found out where the train was. We looked up, and there it come around the curve towards us." He and Jack managed to get the two-man car off the track just in time.

LOUIS A. MARRE

"The section foreman at Francesville tried that on me at Francesville [eight miles north of Monon]," James Hadley chimes in. The foreman thought that Hadley's train was going to switch in town, but there didn't happen to be any work to do. "Well, we didn't stop that day. We went north of town and the fog—you couldn't even see. And we met him north of town. He was coming at us. He had the roadmaster's motorcar, that covered one, and a tool car on behind it. I ducked down below because all the tools came flying up at me. Them guys jumped off, and nobody got hurt."

THE TOWN AND THE RAILROAD shared not only the tragedies and near tragedies, but also the triumphs. Just how deep the Monon relationship with the town and surrounding area went was demonstrated on Sunday, April 16, 1961. A snowstorm pounded the area, causing drifts up to eight feet high across the highways,

**Right:** Monon Alco C-628 404, running long hood first, eases northbound train No. 72 down the street past Bedford's storefront windows on March 29, 1964.

**Below:** Alco C-628 403 smokes it up, heading toward the diamond at Pullman Junction (Chicago) in 1965.

**Facing Page Above:** Alco RS-2 21 powers the northbound local at Crawfordsville in June 1958. Notice the waycar directly behind the locomotive.

**Facing Page Below:** Three C-628s lead a freight under a magnificent sky at New Pekin on October 15, 1966.

LOUIS A. MARRE

CHRIS BURGER

stranding motorists. How did the Monon respond? It called out the mercy train.

Harold Harvey, a local Monon collector and enthusiast whose father worked for the railroad briefly, explains: "They called a train crew out; and they got the switch engine out from here, and they took the crew car and a caboose or two, and they took that train to the county line, which runs parallel to [Indiana Highway] 421, all the way up there ... and they picked up stranded passengers out of automobiles, and they brought them all back here to the school. Then they ran the train to Brookston, which is 18 miles south, which parallels the highway all the way, and picked up people and took them back."

Hadley remembers that night well. "I was talking to another engineer, kidding him about having to go out in that night air and work all night in that blizzard. I got a phone call: 'You're going out on a rescue train.' Me and Ralph and Steve were on the rescue train. Bill Curtis was the engineer." Hadley was fireman.

"Well, I'll tell you what: I thought about that several times, and I always admired the railroad for doing that," Ralph Robinson interjects. "They paid our wages for that, but yet it was still a mercy train, you might say." Ralph served as conductor on the unusual mission, though he usually worked as brakeman.

THE MONON WAS SIMPLY DIFFERENT from the mega-railroads of today. Don Whitlow sums up the spirit of the railroad with one word: "Camaraderie. You worked with men, and you worked with them eight hours a day, and over time and everything, come on, you're closer to them than you are to your own family. And you see more of them than you do your own family. You make some pretty close relationships."

The difference between the Monon and L&N was, according to Hadley, the difference between "daylight and dark." Expounding, he says "Monon was a family. [This comment brings general concurrence.] And when we changed to L&N, why, we just became a number." He reiterates: "As the Monon, it was more of a family line where everyone took care of each other."

Railroading on the Monon was a family affair, both figuratively and literally. Take Don Whitlow's case for instance: "In our family, there was five boys. ... all of us boys at one time or another worked on the road, maybe just a short period. Leonard there, he put the longest time in, and I guess I was next. Kenny, he was in signals for about a year or so. Graham worked the freight house. Bob probably worked the section off and on. And I don't know how many years my dad had, but at one time or another, all of us worked on the railroad. ... I graduated in 1955, and I just *knew* that I would railroad. It was like going to the service. I knew that when I graduated I was going to go to the Navy, and I knew when I got out of the Navy, I was going to try to get on the railroad. And that's just the way it was."

WITHOUT MUCH EXAGGERATION, ONE COULD say the whole town was part of the Monon family. Harold Harvey explains: "At one

time probably 50 percent of the people that made a living in this town made it from the railroad. Probably 35 percent were farmers around the railroad, and the rest of them were support people that kept those two businesses running. So you walk into a community like this, and you're going to find more railroaders or ex-railroaders or railroad families than you will anything else. Everybody in this community one way or another was connected to the railroad. Period. I mean, it was just that simple." How fitting, then, that the railroad and the town should share a name. For almost 100 years, the railroad was the dominant industry in Monon.

In fact, only one of the nine railroaders present today did not come from a railroad family, and that's Bill Baker. "I was the dumbest man that ever hired on the railroad," he jokes. "My family never railroaded. I didn't know the position." But there was still reason enough to go to work for the Monon. "Well, I had friends on the railroad, and they seemed to be making more money and doing better than I was."

RAILROAD WORK MAY HAVE PAID well, but it was not always steady work, even in a railroad town like Monon. Workers without enough seniority were likely to be laid off periodically, as Don Whitlow found out:

"I started on the railroad in 1960 in the signal department, which is away from home. And I'd just been married. I got married on the 12th of March and headed for Gosport, Indiana, on the 14th. And I did that for about a year and a half, and then I got laid off; and then I worked for the communications department for a while, and then I got laid off. Then I got back to the road in

J. PARKER LAMB

LOUIS A. MARRE

Station stop in Monon: F3 83B brings the southbound *Thoroughbred* to a halt on the 9 degree curve in front of the depot in April 1959. A few passengers wait to board, and the agent has an item or two for the baggage car (right). Moments later, the train accelerates out, bound for Lafayette, Bloomington, and finally Louisville. The business car *Lynne* brings up the rear of the train (below).

TWO PHOTOS: J. PARKER LAMB

'62 as a carman out of Lafayette Shops. And then I filled vacations from Lafayette to Monon to Michigan City and Haskells and South Hammond. I was in South Hammond in 1964, and they laid me off the 23rd of December. Well, when you work for the railroad and you don't get the seniority, well, you're gonna' expect to be laid off. So then I went to construction for seven years as an industrial electrician up North, and then I came back to the road in 1971, and I came back to the shops to my old job. And I worked there for about—well, the L&N merged just about two months after I got back. And I was guaranteed a lifetime job under that merger."

John Keys is a retired section foreman with a lot of seniority under his belt: "Somebody mentioned whiskers a while ago. I guess if you're going to count whiskers, then I might qualify as the leader. I've got credit for 46 years on the railroad." He was also a union representative—"I represented the fellows in '62 until, what, about in the '80s someplace"—and as such, he did not like the fact that, for so many railroaders, the work "was so seasonal. A lot of the employees could not hold employment all the year round." Keys sees that uncertainty as one of the most negative aspects of railroading.

Louise George relates that her father "was working on the railroad the year that I was born. I was a Depression baby." Soon after, though, her father was furloughed for several years before the good news came. "I'll tell you, it was such a happy day. I think I was about 9 or 10 years old when the phone rang and he was called back to the railroad. It was like it was the most joyous day in our family."

THERE'LL BE NO MORE PHONE calls like that from the Hoosier Line. The little town of Monon, Indiana, has lost its namesake railroad. The 541-mile family line was gobbled up in 1971 by L&N, a railroad that itself was a Family Line in name only. Amtrak's *Cardinal* and the new *Hoosier State* still negotiate the 9 degree curve at the depot, and a local freight works out of the town. But all the mainline freight action travels down CSX's former C&EI trackage to Evansville and then east to Louisville. Tracks still mark an X on the map here, but the former line to Indianapolis ends at Monticello, 10 miles to the southeast, and the former Michigan City line ends 15 miles to the north at Medaryville.

The old Monon may be gone, but the town has not forgotten the Hoosier Line, even though a semi-trailer manufacturer is now the biggest employer. As part of its 1979 centennial celebration, the town placed a caboose on display in a small park across from the depot as a memorial to the company so closely tied to its history. And the retired Monon railroaders—these Eighty-eighters who have attended the "town meeting" today—will undoubtedly continue to get together at the coffee house down the street, as they have done for years; and talk will turn to old times and old memories—good and bad—of working on the Monon. ◇

JAMES HADLEY COLLECTION

**Above:** Posing in front of train No. 14, the northbound *Hoosier*, which will soon depart Indianapolis Union Station for Chicago, are from left to right: Everett McBee (engineer), Jim McCord (conductor), and Frank Martin (stationmaster). James Hadley (fireman) is leaning out of the cab window.

JAMES HADLEY

**Below:** The operator hands up orders to the fireman as the engineer slows train No. 11 for the station stop at Monon in 1955. The southbound *Tippecanoe* originated in Chicago and is destined for Indianapolis.

# The Great Train Chase of 1967

Text and Photos by Joseph Zucker

Are you in the age group that participated in chasing the last passenger trains that ran on so many railroads during the 1960s? Indeed, those of us who were participants in the chase to ride the last train (I am one of them of course) sometimes had to endure the pain of the closing of the entire railroad at the same time. For me the worst was the final Milwaukee-Chicago train on the North Shore Line. I traveled back and forth over the 90-mile electric line twice on that bitterly cold January day in 1963. The interurban of all interurbans ceased running after that trip—and one still feels the pain!

However, there were some more "pleasant" last runs of passenger services where the railroad survived. Such was the case on the Hoosier State's beloved Monon Railroad. I journeyed from hometown Chicago to Louisville to take my first ride ever on the Monon—and my last ride—on board its train No. 6, the *Thoroughbred*, for the northbound run on the last day of September 1967. I traveled to Louisville partway on the passenger remains of the Chicago & Eastern Illinois once known as the *Meadowlark* to Danville, Illinois, where it was necessary to use the railfan's backup when nothing else is available: Greyhound! The hound brought me into Louisville during the middle of the night, and I quickly bedded down for a few short hours of sleep at the local YMCA. I then raced over to Louisville's Union Station for the early morning 6:30 departure. As I walked into the station expecting the usual last run festivities, I encountered just the opposite, for I was in a nearly empty building. Within seconds I sheepishly approached the ticket counter and asked, "I missed the last Monon ever, didn't I?" "Yes sir, it happens all the time here; we are on Eastern Standard Time, and your watch is probably on Central Time." It *was* on CST, and my heart was in my stomach, for I had NEVER missed any train—and missing a last run would be a catastrophe.

The agent said, "Due to ceremonies, she can't be far up the line." So still reeling, I flagged the only taxi still sitting in front of the depot and told the driver, "I have got to catch that train." He innocently asked, "Why not catch the next one?" When I told him it was the very LAST train over the Monon, he said, "I'll catch that s.o.b. for ya'," as he picked up his radio to tell his dispatcher the story. I overheard the dispatcher's voice: "No going into Indiana with that cab." The understanding driver said, "Don't worry, we'll take my car," and we drove to his house and transferred to his green 1949 Chevy. Off we went on an already completed I65 at an unmentionable speed as I kept yelling out where

Monon's last northbound passenger train stretches through Lafayette. The signs in the foreground are meant for automobile traffic but are all too fitting for rail passenger service. Thanks to the rise of the automobile, Monon's *Thoroughbred* was on a one-way trip into oblivion.

the train might be at that time. My committed driver decided we were going to head off the *Thoroughbred* at Bedford—nearly 75 miles out of Louisville. I was losing hope even at about 90 mph—until he spotted the Monon's finale in the distance, and off I65 we went; and to this day I swear we chased after No. 6 with one tire over the rail for a while bouncing on the ties.

At this time all of those fans who were crammed into the open Dutch doors noticed this old Chevy chasing their train and started cheering. Longtime rail writer Fred Frailey, then covering the last run for the CHICAGO SUN-TIMES, mentioned the incident on what became a major story the next day in Chicago. I haven't any recollection of how much money I put into that great driver's hand, but he thanked me; and as he drove off, I knew he had participated in the last run of the Monon in a strange way!

> Joseph Zucker, an airline employee by day but a confirmed rail fan the rest of the time, could be thankful that the lines of people boarding and leaving the train put it half an hour behind time before it reached Bedford, 80 miles north of Louisville.
>
> Zucker missed the departure by almost an hour. He flagged a taxi and pursued the train at speeds of 90 miles an hour. At Bedford, $15 poorer, Zucker climbed aboard.
>
> *Fred Frailey, CHICAGO SUN-TIMES, October 1, 1967*

After climbing on board and explaining my situation, I found myself aboard a friendly passenger train. Perhaps it was the pleasant early autumn day, or the relaxation on the *Thoroughbred* compared to the frantic work of catching that horse, but I recall a fine train ride with fine crew members, who somehow—like other last run crews—seemed to hide their tears as their days on passenger trains were running out.

I divided my time on board between the usual Dutch door activities and the occasional chance to sit down for a while as No. 6 clipped along the singletrack line. Southern Indiana is surprisingly hilly for the Midwest, so the Monon's route provided ample opportunities for photos of the cars on curves as we worked our way toward Bloomington, Indiana University's home town. As a real Hoosier enterprise, the Monon served many university and college towns in Indiana—a service that should have been heavily used as college enrollments grew so much in recent decades, with parking facilities harder to get and very expensive for college budgets.

We rolled into Purdue's home town of Lafayette pretty much on schedule—due in at 10:20 a.m.—and ran down that famous stretch of street running extant until very recently, when all trains left Lafayette's Fifth Street.

I recall a break while in Lafayette for some ceremonies, and I had my first glimpse of Monon's magnificent business car No. 3. What a glorious sight! No. 3, I believe, was to be coupled on to our northbound train for the run into Chicago. In addition, the Lafayette stop permitted some time for refreshments—diners were long gone on the Monon in 1967, and only some sandwiches were available on board.

Finally we departed Lafayette for the emotional stretch that brought our train to the namesake town of Monon for the last time and for more ceremonies. And lots of railfan photography. The biggest ceremony I can recall on the journey after Lafayette was in the town of Lowell, 44 miles from Chicago. The fire department, Boy Scouts, and a great high school band were there to say hello and good-bye to No. 6. How strangely happy everyone was for such a sad occasion!

And then we continued on into Chicago's Dearborn Street station, greeted by the Second City's television stations, which was a novelty for the Monon, one of the least known railroads in railroad-oriented Chicago.

After detraining and chatting a bit, I left Dearborn station having satisfied my wish to ride upon the Monon—even if I had missed the first 70 miles or so from Louisville to Bedford. But that's not the end of the story. In 1967, I had no idea that in 1977 I would be riding former Monon rails on Amtrak's *Floridian* from Louisville, this time all the way to Chicago's Union Station. But this was an overnight run, and the spirit of the Monon was certainly gone. Yet I was glad I finally traveled those missing miles. Then in 1989 I traveled aboard an Amtrak *Cardinal* run from Indianapolis to Chicago. Once again I was on former Monon trackage and once again proceeding down Lafayette's Fifth Street. As we approached the Lafayette station and my mind wandered back to the Monon run, I told a young Amtrak crew member I had been aboard the last run of the Monon into Lafayette 20 years ago. "Really," he said. "I heard about that railroad!"

I then coined my own phrase to add on to Yogi Berra's famous, "It's never over until its over." My add-on as we stopped at the station was: Even then it might not be over.

*Joseph Zucker is a Chicagoan who currently lectures, writes, and broadcasts on railroads and public transit issues. His broadcasts are carried on the National Public Radio outlet in Chicago, WBEZ-FM. Zucker has had a 20-year career in the airline industry. In addition, he helped organize the National Association of Railroad Passengers in the late 1960s and served as NARP's assistant director in the mid-1970s. He also served with the United States Railway Association during the planning of Conrail. Zucker has traveled throughout North America by rail and has visited nearly 70 nations.* ◇

In the moments before departure, passengers and crew occupy the platform at Monon. In minutes—for the last time ever—the northbound *Thoroughbred* will highball the town that gave the railroad its name.

# "Aspirin for JOHN W. a Hoosier BARRIGER Headache"

BY JACK MAGUIRE

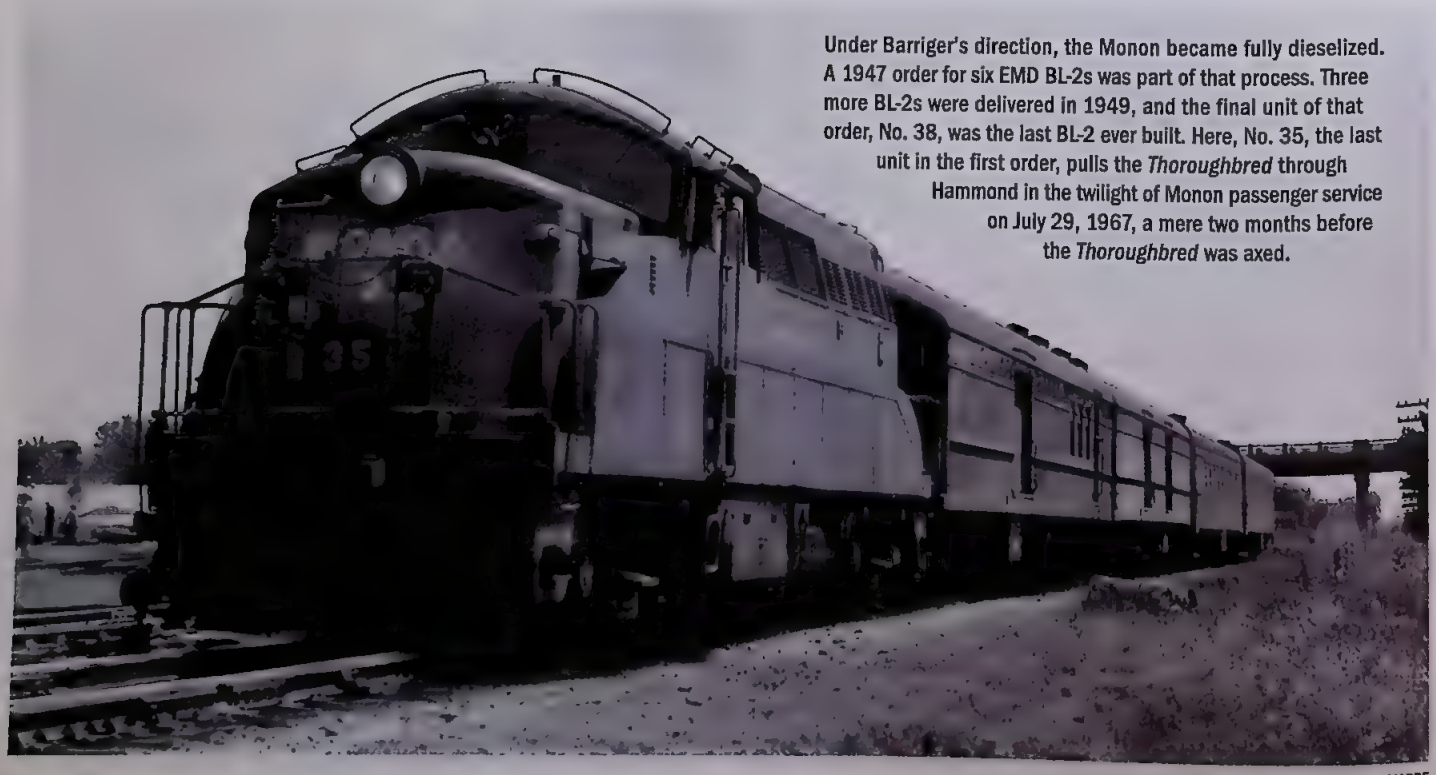
That was the headline BUSINESS WEEK used to report the speech John Walker Barriger III, the new president of the Monon, gave when 2,500 members of the Indiana Society gathered in Chicago on May 1, 1946. The event noted both the 100th anniversary of the Monon and Barriger's assumption of the presidency of the railroad. The magazine began its report with these lines from an Indiana folk song:

*Ireland must be Heaven*
*'Cause the Monon don't go there!*

It was sung to welcome as well as to chide Barriger, and he responded by joining in singing the derogatory ditty, then admitting in his speech that the Monon held undisputed title as "the worst streak of rust" among midwestern railroads, if not in the country.

When he went on to predict that the tiny Monon would soon be a leader among the railroads in the nation, he was given a standing ovation. More importantly, the audience believed him. A week later in Detroit, where he was billed as president of "the old Hoosier headache," he gave the Engineering Society a preview of the "Futurama" among railroads that he was certain the Monon could become.

Unfortunately, his confidence about future prospects for the line was not supported by the facts. The Monon (officially known as the Chicago, Indianapolis & Louisville) had just emerged from 13 years of bankruptcy. By any standard, it was a second-class railroad. Its 541 miles of right-of-way were barely passable, its steam locomotives were superannuated, and half of the freight cars couldn't be used. Except for four all-steel cars built in 1929, passenger equipment was more than 40 years old, with superstructures that were mostly of wood. To almost any executive except Barriger, bringing this rickety railroad back to profitability would have seemed an impossible challenge. However, this gregarious, peripatetic, gentle-voiced native Texan was an unrelenting crusader



Under Barriger's direction, the Monon became fully dieselized. A 1947 order for six EMD BL-2s was part of that process. Three more BL-2s were delivered in 1949, and the final unit of that order, No. 38, was the last BL-2 ever built. Here, No. 35, the last unit in the first order, pulls the *Thoroughbred* through Hammond in the twilight of Monon passenger service on July 29, 1967, a mere two months before the *Thoroughbred* was axed.

LOUIS A. MARRE

who believed that "Super Railroads" could be a reality and the Monon would set the example for all to follow.

In Barriger, the Monon got a president who had lived railroading all of his life. His father, John W. Barriger Jr., was a civil engineer with the Frisco. During the 1890s, he had been associated with the construction of the Kansas City Southern, the Cotton Belt, and the Terminal Railroad of St. Louis. John III was born in 1899.

Growing up in St. Louis, John III decided when he was 15 that he wanted a life in railroading. He spent his spare time rummaging through libraries looking for books and magazine articles on railroads. While his classmates were playing baseball, he was taking hikes along the rights-of-way of area railroads. On his graduation from Massachusetts Institute of Technology with a BS degree in engineering, he joined the Pennsy as a shop hand, worked as an engine wiper, and rose to the position of assistant trainmaster at Altoona, Pennsylvania, after moving to the operating department. From this beginning, he would learn almost every aspect of railroad management. Next he spent time as a security analyst specializing in railroad finance. Later he would be chosen to help devise the "Prince Plan" for merging railroads into seven major systems.

From 1933 to 1941, he was chief of the Railroad Division of the Reconstruction Finance Corporation, where he masterminded $1.5 billion of railroad financing. During 1942-1943 he served as associate director of the Office of Defense Transportation and as federal manager of the Toledo, Peoria & Western Railroad. He became manager of Fairbanks Morse's railroad division in 1944.

By the time he was selected to head the Monon, Barriger's long experience in almost every aspect of the industry had convinced him that money alone is not a sure cure for an ailing railroad. In hundreds of speeches along the Monon, he told stockholders, shippers, and employees that spending millions to improve the railroad would be wasted money unless those who ran the operation were thoroughly sold on it.

"My challenge was to permeate my own enthusiasm for every aspect of railroading to every Monon employee at every level," he confided to an interviewer.

His first challenge was to put together an executive team that shared his philosophy. Some—like Fred Berghaus, who became assistant to the president and then vice president, and Ray Streit, comptroller—were already in place. He recruited Frank Cheshire from the Missouri Pacific as his vice president of operations, and Warren Brown from the Nickel Plate was his choice for vice president of traffic. Louis Racine from the Union Pacific came on as chief engineer.

An indefatigable worker himself, Barriger frankly told his executives: "If you don't want to work 70 hours a week for the Monon, we don't want you." The new president didn't stop with just a refurbishing of the executive suite. His goal was to make every Monon employee, not just the top brass, a member of his team. He also pledged to keep every individual gainfully employed.

To insure this policy, he ordered all departments to develop such versatility in their personnel that everybody would have a job, regardless of any changes that might become necessary in the operation of the railroad.

Thus two locomotive engineers became road foremen of engines. A chief dispatcher became a trainmaster. A switchman was promoted to stationmaster. A trainmaster found himself general superintendent of locomotive operations. And so on.

Barriger's decision to replace steam locomotives with diesels understandably caused concern among employees because of the loss of jobs that resulted from such transitions on other railroads. They need not have worried. Not a single employee was dismissed because he could not adapt to the modernization. When diesels were introduced, steam locomotive engineers were quickly trained to operate the new motive power. Boilermakers became diesel mechanics.

While the railroad was busy modernizing its motive power, it also was converting World War II Army hospital cars into sleek new passenger coaches. Steam locomotive repair crews moved to jobs in the passenger shops without missing a day's work.

It was this concern for his fellow employees that prompted one writer to say: "Barriger was unlike the traditional business tycoon. He was 'business humanized' and somewhat streamlined."

Barriger knew better than anyone else the pitfalls he faced in trying to bring the Monon back to respectability as a railroad and a financially sound operation. He also knew the sacrifices that would be necessary to succeed. As a result, he was always frank and honest in discussing his goals and dreams with Monon employees and shippers. He knew that he would need all the help that he could get, and he welcomed everybody's ideas. "If I don't tell people what we want to do, we can never get the job done. If I do tell them what we want, most people will try to help us." And tell the people he did!

Within a year after becoming its president, Barriger could call half of the Monon's 2,000 employees by name. One of his early goals was to make a speech in every city and hamlet the railroad served and to meet the mayor and other city officials. He made telephone calls and personal visits to shippers and potential users of Monon services every day. His official business card read:

*John W. Barriger, III*
*Traveling Freight Agent and President*

a self-conferred title which described with uncanny accuracy exactly how he felt about his job: He believed the top manager should also lead the sales team.

Barriger, who wrote magazine articles and learned books in his spare time, also believed in keeping in close touch with every member of the Monon family. This was a lesson he had learned from Ivy Lee, the master expert in railroad public relations. Early in his career with the Pennsy, Barriger had been made by Lee the editor of that railroad's first employee magazine, and he had learned first hand the importance of such regular communication with co-workers.

Thus, one of his first acts as Monon president was to establish such a publication for his employees. Called THE RAIL AND TIE, it, like everything else Barriger did, was different from the magazines most railroad PR departments send their employees today.

THE RAIL AND TIE not only carried news of individual employees and reported on events of interest over the system, but it let the readers in on meetings of the board of directors. It reported in depth what was being planned for the future and recounted special traffic movements over the railroad. It told of progress being made in the various departments, announced personnel promotions, and published other information designed to keep every employee aware of the progress being made on the "new" Monon.

Although THE RAIL AND TIE was popular and read with interest by employees at all levels, Barriger wanted even better communications. With his executive staff, he published a small booklet

ST. LOUIS MERCANTILE LIBRARY COLLECTION

**Top brass assembles for the christening of the newly refurbished Chicago-Indianapolis *Hoosier* in 1947. From left: Victor Rennix, EMD; Frank Cheshire, Monon general manager; John W. Barriger III; and George W. Henley, director of the Monon. Besides increasing passenger train frequency, Barriger spearheaded the acquisition of used U.S. Army hospital cars. The cars, relatively inexpensive and readily available (at a time when new car orders were backlogged well into 1948), were rebuilt by Monon employees in the Lafayette Shops.**

called HONOR TO WHOM HONOR IS DUE. It reported the constantly increasing number of compliments the railroad was receiving for its improved services and named the employees who were thus making friends for the Monon. When the Salem, Indiana, newspaper printed an editorial praising the work of the local station agent, it was reprinted in HONOR so that all employees could read it.

Barriger, a devout Presbyterian, also believed that the Bible and military history provided two of the great sources of managerial inspiration and information. He was convinced that in business, as on the battlefield, the weaker power cannot hold back its reserves and achieve victory. His philosophy was that to win, an individual or a business must employ its full resources at once and without fail.

He also believed that a manager cannot manage behind a desk or closed doors. At the Monon, his door was always open. And although he had a constant flood of visitors, ranging from prominent shippers to the lowest-level Monon employee, he talked with all guests from an adjacent chair instead of allowing a desk to separate them.

Because he was always easy to approach, Barriger quickly won the confidence and friendship of Monon employees and customers alike. Also, they liked his philosophy about the role of management.

"The president of a corporation is a trustee, not a proprietor," he told an interviewer. "He must regard himself as the captain of the team, not as a Caesar or Czar. The higher his rank, the farther he is removed from where the work goes on. Presidential titles should not be confused with automatic power. Either the president is the best man for the job or he isn't. If he isn't, he should be replaced."

Barriger was frank in discussing with Monon employees what they should expect of him and what he expected of them.

"Good management means sharing the credit and the rewards when things go well," he told them. "But when things go badly, management must share the brunt of the blame."

Providing proper tools and a pleasant work place for his coworkers was another principle of Barriger's management success. For example, when he ordered the main shops at Lafayette rebuilt, he suggested replacing traditional whitewash with colors that would reduce eyestrain among the workers. It was also a practical move to make their jobs easier. For example, a pipe of one color identified electrical circuits, another color indicated compressed air, and so on.

To help celebrate the Monon Centennial in 1946, he involved employees up and down the line. Because he thought that music was important to the work place, he hired professional musicians to produce an album around the ditty, "Ireland must be heaven 'cause the Monon don't go there." Titled UP AND DOWN THE MONON, the album became a hit.

Although UP AND DOWN THE MONON never achieved the popularity of "Casey Jones" or "The Atchison, Topeka and the Santa Fe," the title song made the Chicago hit parade, and the albums were sold throughout the country. Barriger felt that these efforts at better employee relations had paid off when those who once identified themselves as "I'm a railroad man" now proudly began saying "I'm with the Monon."

Try as he might, Barriger failed to make the Monon the super railroad he dreamed it could be. He did not give up his hope for the future of the industry, however. After leaving the Monon in December 1952, he became president of the New York, New Haven & Hartford (1953), then a vice president of the Rock Island (1953-1956), and later president of the Pittsburgh & Lake Erie (1956-1964). He "retired" from the P&LE to become president of the Katy (1965-1970), then chief executive officer of the Boston & Maine (1970-1973). He left the B&M to become special assistant to the Federal Railroad Administrator. Finally, the man whom railroad historian Lucius Beebe called "the last of the great magnificoes," had returned to the Rock Island as consultant and "traveling freight agent," when he died at his home in St. Louis on December 9, 1976. In reporting his death, RAILWAY AGE said:

> JWB was the last of the old time railroad boomers, executive-style. He was, first and last, a railroad man who often referred to his vocation as "an organized sport." John Barriger once told a friend that he really did not want to think about life after the point when he could not work at railroading. Death came suddenly. And when it came, John Barriger was still the working railroader he always wanted to be.

*Jack Maguire, the son of a locomotive engineer, is a former editor of the KATY EMPLOYEES MAGAZINE and later of TEXAS & PACIFIC TOPICS. He has written a syndicated column on railroads for newspapers and magazines and articles on railroads for the NEW YORK TIMES SUNDAY MAGAZINE, the ST. LOUIS GLOBE-DEMOCRAT, and others. He is a former president of the old American Railway Magazine Editors Association. He lives and writes in Fredericksburg, Texas.* ◇

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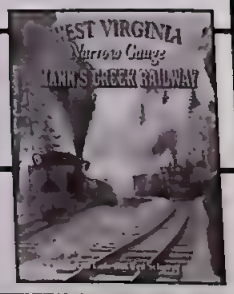


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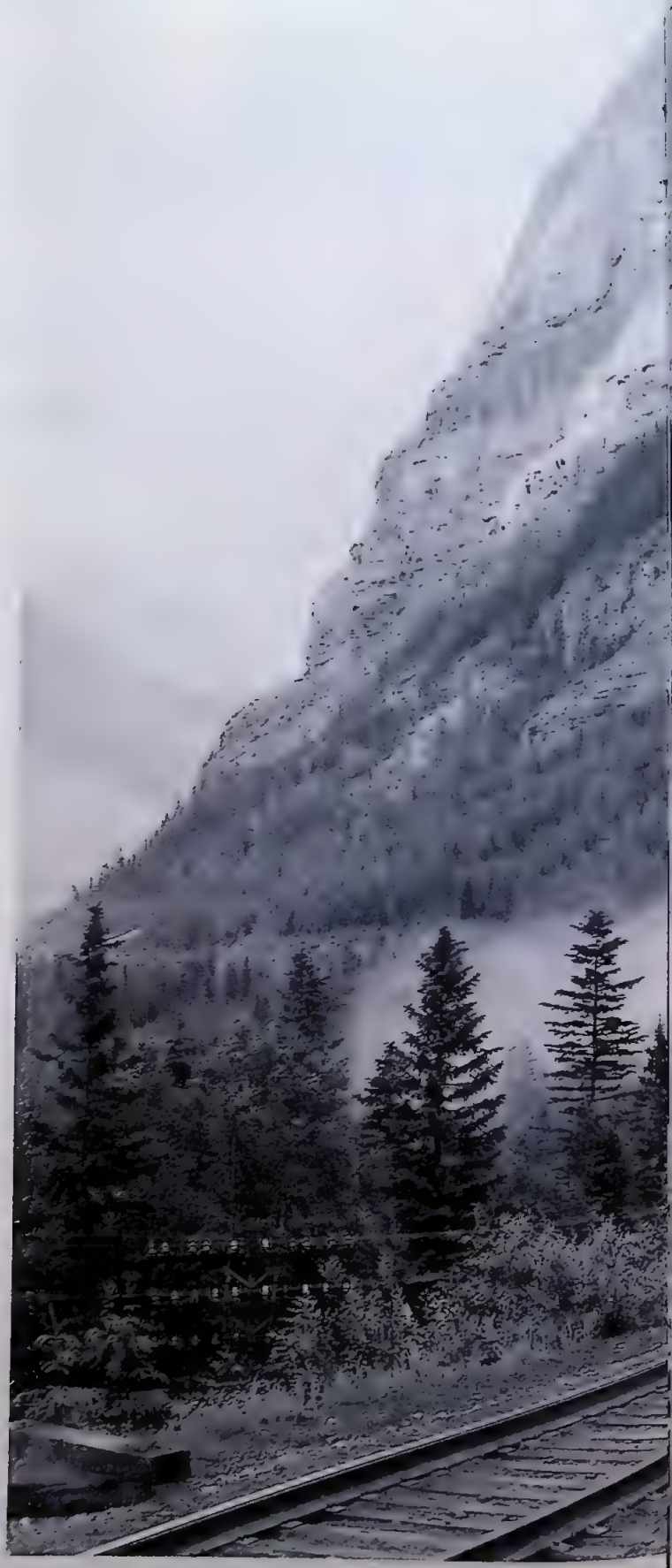
# Canadian Pacific Circle Trip, 1952

TEXT AND PHOTOS BY JOHN C. ILLMAN

In July 1952, I took a great trip over the Canadian Pacific main line from Vancouver to Calgary, then down to Macleod and back on the Kettle Valley line, now almost all torn up. Diesels were coming on the main line, but there was still plenty of steam action. Enough trains were scheduled that I could ride all the main line by daylight.

I left Vancouver at 10 a.m. on unnamed No. 2, which made all the stops en route. Its nine-car consist had all facilities, though: coaches; tourist and first class sleepers; a cafe-parlour; and, since it was summer, an open observation car as far as Revelstoke. G3g Pacific 2388 provided the motive power. The first stop where I could get a photo was at Ruby Creek, a now vanished station. Soon we were in the Fraser River Canyon, and the observation car offered excellent views and shots from its open section. The North Bend crew-change stop was long enough for me to walk up to the head end. We met No. 1, our westbound counterpart, behind sister Pacific 2387, at Basque. Kamloops was the next servicing stop and provided time for more headend photos. I got off at Sicamous about 11 p.m. and spent the night in the small CPR Hotel Sicamous located in the station. I had written the agent there asking for suggestions for a hotel in town, not knowing that the railroad had one; and he, of course, made a reservation for me.



**Above:** CP No. 2, nine cars behind G3g Pacific 2388 (Canadian Locomotive Company, 1942), prepares to depart Vancouver station on June 30, 1952.

**Right:** CP 2nd No. 3, *The Dominion* from Toronto, with T1c 2-8-4 5935 on the point, drifts downgrade east of Field, British Columbia, on July 1, 1952. Cathedral Mountain dominates the background.

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CANADIAN PACIFIC 506
CANADIAN PACIFIC

I had to get up early the next morning to catch No. 8, the Montreal section of *The Dominion*, leaving about 7:30, as I recall. D10j Ten-Wheeler 985, a Montreal Locomotive Works product of 1912, was on the turntable being readied for its run down the branch to Kelowna on the mixed. No. 8 was doubleheaded behind H1e Royal Hudson 2864 and G3g Pacific 2382. Steam lasted for only a bit less than two hours, though, as a three-unit A-B-B set headed by the 4028 took over at Revelstoke. I was to see quite a few such FP7A-F7B combinations in the next couple of days. Decapod 5778, class R3c, was busy in the Revelstoke yard. I detrained from No. 8 at Field and spent a busy afternoon shooting the activity there.

After a shot of No. 8 at the station, I hiked a mile or so up the track and was able to get another of the train, then photos of Second No. 3, *The Dominion* from Toronto, with T1c Selkirk 5935; diesel-powered No. 4, its counterpart behind the 4030; and No. 6, a largely express and mail train from Toronto, with the 4059 on the point. A bit later, to my surprise, came GP7 8409 with a short extra east with a dead engine in its consist; even some local trains were now dieselized. Back in the yard area, there was a nice mix of steam and diesel activity. The yard engine was R3b 5757, one of a number of 2-10-0s built by the Montreal Angus Shops from 0-6-6-0s. A light helper, S2a 2-10-2 5812, a 1920 Angus product, drifted down to the station and stopped for the engineer to register. Two FP7A-F7B pairs were on the ready track. I spent the night in the rambling, frame railroad YMCA, formerly the CPR Hotel Mount Stephen House.

**Facing Page:** Two CP FP7A/F7B pairs, headed by units 4061 and 4040 respectively, are on the ready track in Field, British Columbia, on the afternoon of July 1, 1952.

**Above:** CP No. 13, the *Soo Dominion*, behind FP7A 4028, gets under way just west of Banff, Alberta, on the afternoon of July 2, 1952, on its second trip of the season.

Morning came early, as I wanted to catch No. 2 again for the ride up Field Hill and through the Spiral Tunnels to Banff. Before its arrival an eastbound freight left behind FP7A 4035 and two B-units and 2-10-2 helper (pusher in Canadian parlance) S2a 5811, whose exhaust towered into the crisp morning air. A work extra with R3d 2-10-2 *5785* turned on the wye. After this morning now, No. 2 arrived behind a three-unit set of Fs headed by the 4062.

The *55*-mile ride to Banff took about two hours, and I detrained here for more photographic activity. Busy shuffling tour cars to and from the trains was yard engine *5248*, a P1n Mikado. No. 13, the *Soo Dominion*, on its second run of the season, arrived behind FP7A 4028 for a meet with No. 2. Walking a mile or so to the west, I saw several moose and photographed two sections of No. 3, and No. 7, the Toronto and Montreal *Dominions*, all with three-unit diesels. The mountain backdrop made for memorable shots. That evening I boarded a late-running No. 8 for Calgary. Fortunately, No. 542, the connecting train I wanted for Macleod, was held, and I finally arrived there around midnight. The station was a mile or so from town, so I had a hike with my luggage to find a hotel.

Back at the station next morning, U3d 0-6-0 6248 was at work, and two Pacifics were at the roundhouse: G4b 2716, Angus Shops, 1921; and younger sister G5d 1283, Canadian Locomotive Works, Kingston, 1948. Another Pacific, G3g 2385, soon showed

up with Lethbridge-Calgary train 541 in tow, followed by still another, the 2575, on the head end of No. 11, the *Kootenay Express*. This engine, class G2s, came out of the Winnipeg Shops in 1929. No. 11 was a nice little five-car train (two headend cars, chair car, cafe-parlor, and sleeper) and made all the stops on the line. At a few stations, Crowsnest, Fernie, Cranbrook, and Nelson, the stops were long enough for me to stretch my legs and photograph the head end. We met No. 12, the *Kettle Valley Express*, at Morrissey; its power was sister Pacific 2572. Somewhere along the line we changed power, because at Nelson my photo shows P1n Mike 5251 on the point.

I missed a lot of scenery that night but had a good sleep in my

**Facing Page Above:** CP No. 541, from Lethbridge to Calgary, arrives at Macleod, Alberta, behind G3g Pacific 2385 on the morning of July 3, 1952.

**Facing Page Below:** CP No. 541 gets under way out of Macleod.

**Above:** With green flags flying, the first section of No. 3, *The Dominion* from Toronto, has just left Banff, Alberta behind FP7a 4036 and an F7B on the afternoon of July 2, 1952. Note that there is a caboose on the rear. When there were extra sections of passenger trains, and not an available regular passenger crew, freight crews were called to handle the trains. Cabooses were assigned to crews, so their cabooses had to go with them.

lower berth, and the next morning I enjoyed the long descent down to the shore of Lake Okanagan at Penticton, where I found another 2-8-2, the 5224, on the head end. Later, at the little terminal at Brookmere, three N2 2-8-0s were simmering at the roundhouse. Trains 11 and 12 met at Romeo, in Coquihalla Pass. We were in the hole, and as the baggage cars were opposite each other, newspapers were tossed into our car, and I captured the action with my 8mm movie camera.

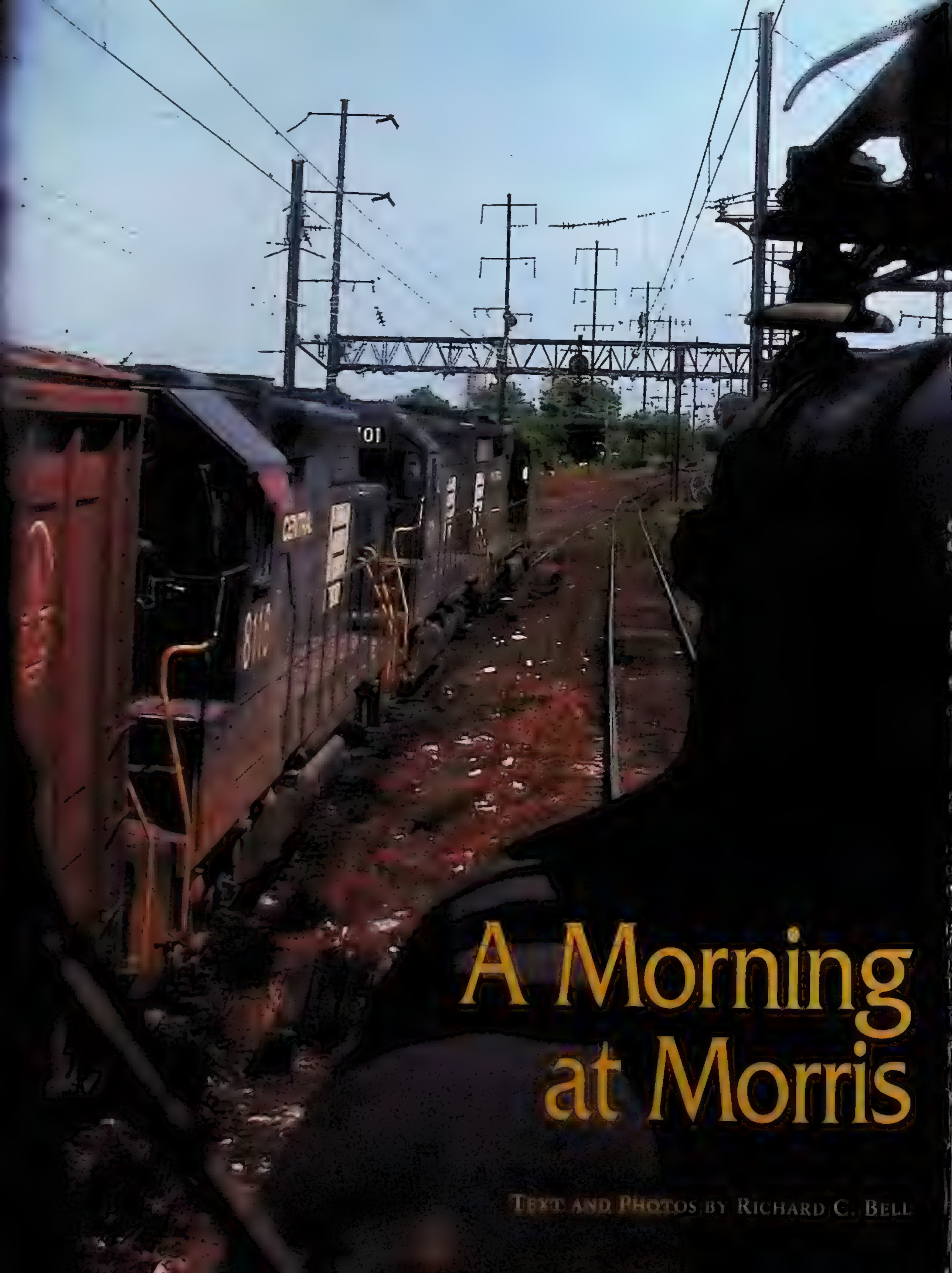
Another 30 miles or so saw us on the main line heading on to Vancouver, completing a great circle trip. Passenger service on the Kettle Valley was reduced to RDC *Dayliners* in 1958, and that service ended six years later. Freight service on the western portion of the once second main line ended in the late 1970s. And of course except for the summertime *Rocky Mountaineer* east of Kamloops, there is no passenger service on the main line. I was fortunate to have taken the trip when I did. (But a year earlier would have been even better, with much more steam!)

*John Illman was born in Seattle in 1921 and grew up there and in Vancouver, British Columbia. As far back as he can remember, he has had a general interest in trains and ships. In 1948, while living across the street from the Santa Fe Oakland Branch, his interest increased, and an ad in a San Francisco paper for an excursion to Santa Cruz got his attention. He went on the trip, and its photo stops and run-bys hooked him. He joined the California Nevada Railroad Historical Society and started photographing trains with a Ciroflex twin lens reflex camera and then with a baby Speed Graphic (which he still uses for black and white). When he retired after working for 35 years as a research chemist for Shell, his wife Marjorie and he moved to the waterfront on the Olympic Peninsula, from which he views shipping bound for Seattle and Tacoma. Since the demise of the Seattle & North Coast, the only "trains" he can see locally are the tugs and rail barges en route between Seattle and North Vancouver or Whittier.* ◇

CP No. 11, the *Kootenay Express*, makes the station stop at Cranbrook, British Columbia, on July 3, 1952. G2s Pacific 2575 heads the five-car train.

CP No. 12, the *Kettle Valley Express*, with a G2s Pacific on the point, is seen from No. 11, the *Kootenay Express*, powered by sister Pacific 2575, as the trains meet at Morrissey, Alberta, on July 3, 1952. Both engines came out of the Winnipeg Shops in 1929.

CP No. 11, the *Kootenay Express*, is at Brookmere, British Columbia, on July 4, 1952. Mike 5224 heads the five-car train, which will soon descend Coquihalla Pass.




# A Morning at Morris

Text and Photos by Richard C. Bell

In ghostlike silence, Penn Central 4840 and her sister approached the home signal and glided to a stop. The motorman of the tired-looking yet still elegant GG1 had brought the general merchandise freight out of the Morrisville Yard to the flyover junction where the Trenton Cutoff and the Morrisville (Pennsylvania) east yard lead joined the former Pennsylvania Railroad four-track main line. Now he was waiting for the tower operator at Morris to line the turnout and give the signal to proceed eastbound on Number Two track toward the Delaware River bridge and New Jersey.

It was a beautiful Indian summer day in September 1975 and showtime on the Penn Central. Showtime? On the Penn Central? To many, Penn Central presented a pretty depressing situation. Railfans had their biases and were usually not very tolerant of the deplorable condition that had resulted from a merger described by a friend as the "noble failure." After all, one was either a New York Central or a Pennsylvania fan and tended to remember those roads in terms of their past glories. What glory did the Penn Central display in 1975 as it was limping along toward Conrail? Tired equipment, horrible track conditions, deferred maintenance, black paint, and oh those worms!

It is easy to dwell on the negative aspects of Penn Central as it was then, but there were a few positive factors to consider. After all, Morris tower was a busy place with an average of 10 to 12 trains per hour. Of course, some of them were utilitarian EMU commuters, but GG1, E33, and E44 motors still powered many of the trains, and the diesel shop at Morrisville Yard housed a lot of GP30 and RS-11 units.

It was certainly not my first visit to this hotspot across the river from Trenton, New Jersey. I had come here as a child in PRR days to watch, listen, and be enthralled by the performance of the Standard Railroad of the World. I had been hanging around as a teenager, too shy to speak, when the legendary Martin Zak and other photographers recorded the PRR and, now, Penn Central at Morrisville, but it was the first time I would assume the role of photographer. Like many other baby boomers, I was the first in my family to receive a college degree. That privilege was achieved through much sacrifice on the part of my parents, and I had to work and forego some things along the way as well. It had taken quite a while to get out from under the debts that a college commitment often brings. To own a camera and to have money to spend on film was an unaffordable luxury—until now, as I had a day off from work and a brand new Nikon for which I had been saving for a very long time.

Today, after having been fortunate enough to amass a fairly sizable collection of 35mm slides, what does an examination of the first roll of images that this photographer produced 23 years ago reveal? Wonderful memories, for one thing. For on that morning, a series of events unfolded that made for a surprising and memorable day.

While 4840 was waiting at the home signal, a westbound through freight passed the interlocking on Three Track with two U-boats and SD45 6239 on the point. SD45s rarely made an appearance under the catenary, and I quickly raised the new camera and recorded the event. Soon, GG1 920 hurried its short consist of four cars, including a PRR coach, east toward Trenton. The unit was still in Penn Central black, but the number and large lettering screamed AMTRAK. A strident horn announced the arrival of the eastbound Tropicana juice train behind three E44s. An eastbound and a westbound commuter passed, and 4840 was still waiting.

**Facing Page:** Penn Central SD35 6029/GP38-2 8101/GP38-2 8116 growl past GG1 4840 at Morris, Pennsylvania, with general freight.

**Above:** A stranger to catenary territory, PC SD45 6239 leads two U-boats and a freight train through on Three Track.

It was certainly not my first visit to this hotspot across the river from Trenton, New Jersey. I had come here as a child in PRR days to watch, listen, and be enthralled by the performance of the Standard Railroad of the World.

**Right:** From the cab of GG1 4840, congestion at Morris becomes apparent: An eastbound freight has gone into emergency in front of the tower. Under the direction of a creative tower operator, six E44 electrics have been jockeyed into the clear on the Ought Track so that eastbound traffic can still move through the plant.

**Below:** The Tropicana orange juice train heads east behind three E44s.

**Bottom:** Amtrak GG1 920, still in PC black, rushes east toward Trenton, New Jersey, with four cars.

It seemed like a good idea to walk down the yard lead from the tower to try to get a close shot of the 4840, and as I approached, a voice called, "Want to come up?" An invitation to visit the cab of a GG1! I had died and gone to railfan heaven. A quick scramble up the rungs, a hearty handshake, an explanation of the controls, a welcoming, "Stay a while, buddy. We ain't going nowhere for some time. Take all the pictures you want." Never mind what the railroad looked like. This day, the Penn Central was the greatest railroad in the world.

I learned that a westbound Metroliner and an eastbound Metroliner, an eastbound through freight off the Cutoff, and a light engine move had priority over 4840. We would indeed be here a while. The Metroliners came and went, and I shot them both through the distinctively shaped windows of the GG1. Shortly, the eastbound freight arrived off of the Cutoff behind SD35 6029, passed on our left side, and moved out onto the main in front of the tower.

It was here that the dark side of the Penn Central reared its ugly head. A knuckle on the sixth car broke, and the priority freight became a casualty as it went into emergency right in front of the tower. Two minutes later, six E44 electric motors arrived on Number One track. They were running light from Wilmington, Delaware, and were to use the interlocking at Morris to cross over to Number Three track, where they would reverse and run back to Morrisville Yard. With the freight blocking Number Two track and the interlocking, our train sitting on the yard lead, and the E44s on Number One track, there was gridlock. No movements were possible, and four eastbound trains including a trail-van hotshot behind two E33s were due in the next 30 minutes. I could tell as I listened to the radio in the cab of the GG1 that the tower operator's stress level had gone up tremendously. If his temper could be described as ballistic, the dispatcher's was practically nuclear.

An eastbound Metroliner charges past the waiting freight train.

That the tower operator was a brave man and a darn good railroader became apparent when he managed to save the day by resourcefully reversing the E44s onto the Ought Track. The Ought Track was a poorly maintained siding with light rail in deplorable condition which lead to a maintainers facility nearby, where the overhead catenary repair car was kept. The fact that the extremely heavy E44s with their stiff trucks successfully negotiated that track and no derailment occurred was nothing short of miraculous. But they pulled it off successfully. All eastbound trains were then routed by the operator to Number One track and passed the stopped freight at a reduced speed. A crew was sent out to replace the knuckle, and after about an hour delay, the freight moved east.

Finally, the E44s were pulled from the Ought Track and sent through the interlocking where they made the reverse move to the yard. "Well, buddy, look's like we're gonna be on the move. Nice seeing you." I took my cue, thanked two of the nicest guys you'd ever want to meet, and climbed down.

Today, almost no freight passes this once busy junction. The wires on the Trenton Cutoff were taken down by Conrail years ago. The E44, E33, and GG1 motors are gone. Morrisville Yard is practically abandoned. The once busy diesel shop and engine servicing facilities are closed. Amtrak owns the corridor now. You can still visit Morris and see the familiar commuter trains and the ubiquitous AEM7s with their Amcoaches in tow, but the Metroliners have been retired. Amazingly, one now resides in a museum. Even the E60s that helped to replace the GG1s are getting scarce.

So what have I learned from a look at the very first roll of film I ever exposed? I see that I am a better photographer now than I was then. I observe that Penn Central, which looked so grimy and deplorable then, looks very interesting 23 years later. I am amazed that so many details about that wonderful morning are still so vivid in my memory and sorry that so many other details have been forgotten. And I sense that seeing these photographs and remembering all of this makes me sad and happy at the same time—which helps me understand why I take photographs of trains in the first place.

*Richard C. Bell, 56, is married with three children and has been a high school biology teacher for 35 years in Abington, Pennsylvania, where he has also coached wrestling and basketball. A railfan since childhood, Bell has a special interest in electric railroads and trolleys; he operates a fleet of 14 scratch-built model trolley cars in ½" to the foot scale. In addition, he and his wife Shelly are avid birdwatchers.* ◇

# Photo Album

THREE PHOTOS: ANDREW SPIEKER

An A-B set of EMD F7s is being serviced at Pennsy's Columbus, Ohio, engine terminal in 1950. The tracks beyond A-unit 9672 are the lead tracks for Grogan Yard, the funnel which gathered coal from the Norfolk & Western and some from the Chesapeake & Ohio (mainly from Louisville & Nashville origins) for forwarding to Pennsy's Lake Erie docks at Sandusky. Much of Pennsy's operation at Columbus is still steam; indeed, steam held sway on the Sandusky line until the late 1950s.

**Left:** Santa Fe rebuilt EMD E8 82 heads up a pristine A-B-A consist on the first section of the *Golden Gate* at the Oakland terminal at 40th and San Pablo about 1956. The train is about to depart for Bakersfield.

**Below:** Two sections of the *Golden Gate* are nearly ready to depart Oakland. The first section on the left is headed up by an A-A set of EMDs, while the second rates an A-B consist of PA-1s, which could use a fresh silvering job on their trucks and fuel tanks.

5712A

TWO PHOTOS: JOE ELLIOTT

**Center Spread:** A hazy day in Twin Cities country finds Northern Pacific's *Mainstreeter* westbound from St. Paul to Minneapolis on Great Northern's four-track main line. Headed by EMD F unit 6702, the train is passing GN's Mississippi Street coach yard. Photo by Joe Elliott.

**Above:** The westbound *Empire Builder* crosses the James J. Hill stone arch bridge over the Mississippi River, toward Minneapolis on the first leg of its 1,866-mile journey over the Great Northern to Seattle.

**Right:** Amtrak has just taken over, and the two units of the eastbound *Empire Builder* smoke it up as they head for the Mississippi River crossing and the station stop at Minneapolis. A Great Northern *Mountain* series observation car still brings up the rear.

TWO PHOTOS: BOB DROESTER

# Photo Album

**Left:** Chicago & North Western motorcar 9926 lounges in the sun on the turntable at Monona Yard at Madison, Wisconsin, in the summer of 1950. The 9926 was operating then on the 84-mile trip between Madison and Lancaster, but because it couldn't be balanced on the Lancaster turntable for its return trip—it had received a supercharged Sterling 300 hp diesel, which placed most of the weight on the font end—it had to back up for the 12 miles from Lancaster to the wye at the junction with the Fennimore Branch. This undesirable circumstance resulted in the return of the steam-powered local.

**Below:** C&NW's 9926 poses at Monona Yard at Madison, Wisconsin, in the summer of 1950. The motorcar, built in 1929, also operated on the Chadron–Rapid City run.

# WHEN THE Automobile SAVED A Railroad

By Margaret Miller

It was the golden age of the automobile in America, and the Pierce Arrow was 24 carat: luxuriously appointed, red plush upholstered, and powerful. It had won the first Glidden Tour reliability run sponsored by the American Automobile Association. As the big, sleek cars rolled off the assembly line, who would have dreamed that one day some of them would be instrumental in the saving of a railroad, or that they would be transformed into "Galloping Geese"?

As automobiles were gaining in popularity in the 1920s, the nation's railroads were losing ground. One railroad that was little affected by the rise of automobiles, but greatly affected by a downturn in mining activity in its area, was the Rio Grande Southern (RGS). Built in the early 1890s to haul precious metals from the rich mines of Colorado's San Juan Mountains, it connected with Denver & Rio Grande Western lines at Ridgway and Durango as a part of the famous narrow gauge circle.

For several years the RGS flourished despite periodic washouts, mudslides, and avalanches. Then in 1893, the United States Congress repealed the Sherman Silver Purchase Act, which guaranteed that the United States Treasury would buy 4,500,000 ounces of silver per month. Almost overnight the mines closed; boom towns became ghost towns. The area was plunged into a deep depression.

There were very few roads—none paved—in the vast wilderness of the San Juans. The RGS was the lifeline to the outside world. But with the limited number of people remaining in the region, the railroad teetered on the brink of collapse. Had it not been for the United States Mail, it would not have survived at all.

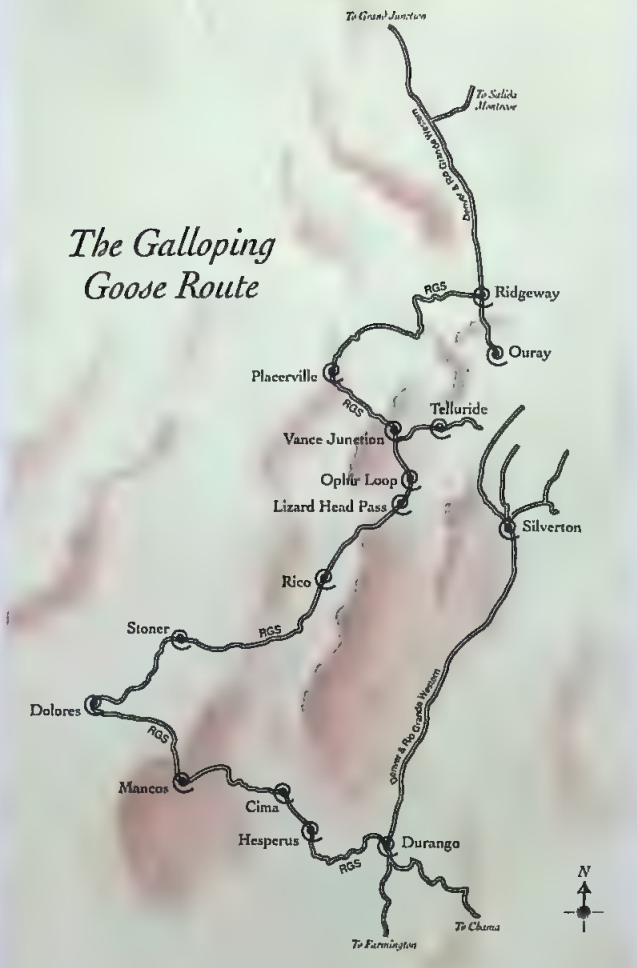
Steam locomotives were costly to operate, their power excessive for the limited tonnage. The RGS knew it would fold unless it could find a less expensive alternative to steam power. Any substitute would have to be inexpensive to operate, be a self-propelled unit, be operated with a minimal crew, and have to function in all kinds of weather, including extreme cold, ice, and snow. And it would have to provide accommodation for package freight, including mail, and a few hardy passengers. Enter the Galloping Goose.

Hatched from the egg of desperation, the Goose was a makeshift affair put together with what could be found: an automobile with sufficient power, a flatbed on which a stake body could be built, and pieces of sheet steel nailed to the frame and soldered together. Its cut-and-fit construction resulted in tin "feathers" that flapped; the uneven tracks caused it to "gallop."

It is believed that the Goose got its name from an old railroad man who observed that, "The darned rig looks like an old goose a-flappin' and a-gallopin' down the track."

Rio Grande Southern's Galloping Goose No. 4 crosses a trestle below Vance Junction on its way to Placerville on September 1, 1951. Photo by Phil Ronfer, Walter Havighurst Special Collections, Miami University Library, Oxford, Ohio.

TWO PHOTOS: TOM KLINGER COLLECTION




MAP BY JENNIFER GAERTNER AND ANDY SEIDEN

**Two views show Galloping Goose No. 5 in service on the Rio Grande Southern in 1940. Freight is being loaded (above) at Ridgway in June, while crews place mail in the back compartment at the Placerville depot in September.**

The first Goose, No. 1, fledged in May 1931, had the front portion of a Buick, a stake truck body built on a flatbed, wooden spoked wheels at the rear, and a swiveling four-wheeled truck and a makeshift cowcatcher at the front. Its total cost was $828.55, and it was 21' long and weighed 5,330 pounds. In its first two weeks of operation, it saved the railroad $462.19 over a steam-powered train traveling between Telluride and Dolores. In a month it had paid for itself. However, the Post Office Department complained that mail could be pilfered from the open stake body. Inasmuch as the mail provided the most revenue, the RGS modified the Goose to meet the requirement of a closed and locked compartment by building a small wooden enclosure behind the chopped off Buick body. The fate of this Goose, used only a short time, is unknown. It may have been scrapped in 1933.

Eventually there would be seven Geese in the flock. No. 1 was the only one not to have Pierce Arrow components. The big Pierce Arrows were very popular in Colorado; used ones were easily attainable.

Following Goose No. 1 by about six months, No. 2 started out as a Buick Hybrid but was later modified using Pierce Arrow components. It was 29' 11" long and weighed 10,300 pounds.

Soon after the hatching of No. 1 and before the fledging of No. 2, RGS instituted a schedule for the flock. It was, shall we say, flexible, due more to the vagaries of the weather and the rugged terrain than to inadequacies of the Geese, though broken axles, driveshafts, and wheels; stripped gears; burned out bearings; and other mechanical malfunctions contributed.

In a few months it became clear that something of greater capacity for both express and passengers was needed. Goose No. 3 joined the flock. With a length of 43' 3" and a weight of 14,850 pounds, it had started out as a Pierce Arrow limousine, bought from Kempt Motor Company in Denver for $400. It was put in service by RGS in December 1931.

Goose No. 4, built in May 1932, and No. 5, June 1933, had Pierce Arrow motors and, like No. 3, Wayne bus bodies. The motor in No. 5 was only five years old, relatively new for a Goose.

Goose No. 6, January 1934, started out with a six-cylinder Buick motor, which was later replaced by a Pierce Arrow six-cylinder. Buick motors tended to heat up. No. 6 was built as a work Goose and never hauled passengers.

The last Goose, No. 7, built in October 1936, was a combination of parts from a 1936 Ford and a 1926 Pierce Arrow "33." The most commodious of all Geese, it was 46' long and weighed 16,500 pounds. It was the first Goose built with air brakes.

Naturally, the Geese attracted a lot of attention. The 162.6-mile RGS became known as the "Galloping Goose Line." A piece in the February 1933 EXPRESS MESSENGER magazine praised what it called the "Automobile Trains."

Other railroads also had come upon hard times and were looking for ways to cut expenses. Some of them contacted the RGS, asking for blueprints for the Geese. Rio Grande Southern officials were embarrassed when they had to admit they didn't have any blueprints or even any drawings of the Geese.

The RGS called the Geese "motors"; the operators, "motormen." The motormen were paid $165 per month, no overtime.

The motorman's job was not easy. He had to contend with mudslides, washouts, soft roadbeds, snowdrifts, and sagging bridges. Animals on the tracks and boulders tumbling down the mountainside were constant hazards. If a motorman hit a rock, it could destroy the crankcase, bell housing, and springs—a major catastrophe that was sure to ruffle the feathers of railroad officials.

Going uphill was definitely easier than trying to stop a 15,000-pound Goose on a steep downgrade. Occasionally one "flew the coop." This came to the attention of the Interstate Commerce Commission, which put pressure on the railroad to replace the mechanical brakes with airbrakes. This was expensive to do, and RGS resisted for almost five years. But by June 1938, the railroad had changed the brakes on Geese Nos. 3 and 4 and, in April 1939, on No. 5.

In 1934, the Geese were repainted using aluminum paint, which was more durable than the earlier dark, high gloss enamel finish. However, as late as 1940, the Geese maintained the original frog-eyed headlights and fenders of the Pierce Arrows (except No. 7, which never had fenders).

The Geese did not totally replace locomotives on the RGS. Steam power was still used for freight trains and to rescue stranded Geese, when necessary.

By the end of World War II, the big Geese had logged a quarter of a million miles. Though maintenance had been continual and meticulous and modifications appropriate, they were worn out. The RGS replaced the engines with war surplus GMC truck motors. Nos. 3, 4, and 5 were rebuilt with Wayne bus bodies. No. 7, however, retained its Pierce Arrow body to the end.

The year 1949 was a bad one for RGS. In January, record snowfall blocked 10,249-foot Lizard Head Pass. Bulldozers and a clamshell crane worked for 10 days in vain to open it. It was May before travel could resume. Then, an unusually warm June melted the snow, and portions of the track and roadbed between Dolores and Ophir were washed out. Mail delivery had been slow. Irate residents complained, and the railroad lost its contract.

Other factors were working against it, too. The prices of lead and zinc tumbled; the mines at Rico and Telluride, which had been shipping an average of 30-40 narrow gauge cars of ore per month, cut production. Also, roads were being built; it became less expensive to ship by truck.

Then the post-war tourist boom hit the San Juans and the Galloping Goose Line. In 1950, RGS converted the express bodies on four of the Geese to excursion use. Each had a capacity of 32 passengers. They were painted and lettered in bright colors to catch the eye. From June 1 to October 1, every Saturday and Sunday a Goose was scheduled to leave Ridgway for Lizard Head; another to leave Durango for Dolores, later changed on Sunday to a Dolores to Lizard Head round trip.

If you haven't been there, it's hard to imagine the utter desolation of the San Juan Mountains. Aboard a Goose, the feeling of unreality and isolation was intense. In places the track wound around the mountainside on narrow ledges hundreds of feet above the valley floor below. And there were no guardrails. While not quite like a roller coaster, there were places where passengers gasped as a Goose started down a steep grade. The scariest section was the Ophir Loop, where the lower trestle ran along the cliffs approaching Ophir, and the long trestle stretched high above a wide ravine with nothing but pure mountain air on either side.

All along the route, motormen would point out places where accidents and fatalities supposedly had occurred in "the old days," while directing passengers' attention to debris far below where trains had toppled off the tracks. Sometimes the wreckage was visible only to the motorman. The long trestle at Ophir was a favorite spot for these tales.

In fairness to the hardy motormen, it should be pointed out that there were a fair number of accidents that resulted in fatalities through the years.

In 1951, 2,000 passengers—all tourists or railfans—boarded Geese at Ridgway. But 2,000 passengers per year could not save the financially troubled railroad. It owed back taxes to the five counties through which it passed. Cars, rails, and roadbed needed to be replaced; bridges rebuilt. Though the Geese flapped along until October 1951, on May 12, 1950, a federal judge had given formal permission to discontinue runs of the Geese. Final permission to abandon the railroad was granted April 8, 1952.

The scrap assets were sold to a Chicago firm for $409,000. Salvage began in September of that year. Ironically, some of the Geese, their bodies cut away, were put to work tearing up the very line whose life they had been instrumental in saving.

Goose No. 4 was placed on a section of track in Telluride. No. 3 has been in use at Knott's Berry Farm, Buena Park, California, since 1952. No. 2 was purchased by Robert W. Richardson in 1952 and has resided in Golden, Colorado, since he founded the Colorado Railroad Museum in 1958. The CRRM acquired Nos. 6 and 7 in 1984, and all are again operable. Goose No. 5, the flagship of the fleet when built in 1932, was put to rest on a section of track in Dolores; but it was revived last summer to run excursions initially on the Cumbres & Toltec.

Automotive power is commonly blamed for the demise of railroads, but for over two decades it kept the RGS alive.

*Margaret Miller is a freelance writer who lives near Trumansburg, New York. She writes mostly about nature and history. Her book* NATURE LOVER'S GUIDE TO THE FINGER LAKES, *published by North Country Books, is due out this fall. She is currently working on a historical novel.* ◇

# Goose Bumps

The retrieval of Rio Grande Southern's "Galloping Goose" No. 5 from its exhibition track at the restored Dolores, Colorado, station for tourist use on the Cumbres & Toltec and Durango & Siverton Narrow Gauge railroads brought back 60-year-old memories of a then-teenager riding through the snow sheds at Lizard Head, rounding the spindly trestles at Ophir, and climbing Dallas Divide aboard Rio Grande Southern's unique 1926 Pierce Arrows converted to rather Spartan passenger-baggage-express rail motor cars.

While Dick Kindig, Otto Perry, and other Colorado railroad historians were busy chronicling the local narrow gauge scene on film, it took a Pennsylvania native and now retired president of the Strasburg Railroad, William Moedinger Jr., to alert eastern railfans to the history and scenery of the RGS with his classic article "Silver San Juan Scenic Line," which appeared in the February 1942 issue of TRAINS.

The Moedinger article, plus my father's and my fascination with railroads and western travel, resulted in my parents and myself making an across-platform transfer in Durango that summer from Rio Grande's posh narrow gauge *San Juan Express*, with its buffet-parlor car, to Rio Grande Southern's not-so-posh train No. 376 in the form of Galloping Goose No. 4—which was a culture shock in itself. We had little knowledge of what lay ahead, except what we had read in the Moedinger article. Our conveyance was soon under way taking us to God only knows where in the La Plata Mountains, with an early evening arrival scheduled for Dolores, some 60 miles away.

Hesperus, Cima, and Mancos were station stops along the way which all had one thing in common: little visible population and a faded brown and yellow station on its last legs. We had prudently made advanced overnight reservations at Benny's Hogan, a clean, neat country hotel close to the narrow gauge tracks that served a satisfying steak dinner on our arrival and a hearty ham and egg breakfast before our next morning's early departure. Benny's Hogan was owned and operated by a Mr. Benham, a Dolores businessman who was also the local Conoco oil distributor.

COME MORNING IN DOLORES OUR NOW familiar Goose No. 4 became train No. 372 for the remainder of the journey up the line to Ridgway. The Goose's operator wore many hats: He was engineer, conductor, ticket agent, mail messenger, and impromptu tourist guide, pointing out places along the line where this or that locomotive had left the rails, often with fatal consequences. He was also sort of a traveling mechanic, making minor repairs to the Goose's various parts, which every so often would give ominous sounds of breakdown. Although no train orders had been issued indicating so, our journey was slowed a few miles north of Dolores by

Galloping Goose No. 5 rests near Matterhorn in August 1943.

what was obviously "Advanced Train 372," in the form of a steer that preceded us down the tracks for quite some distance before dashing into the sagebrush—a common railroad operating problem in open range country.

The Goose could accommodate about seven passengers in rather cramped quarters. While it consumed some eight hours of bumping, jolting travel to cover the 160 miles between Durango and Ridgway, the journey could be much longer if washouts, derailments, or other operating misfortunes were encountered.

I had a 616 size folding Kodak. My father took 8mm movies and also a few slides. The front seat of the Goose was the best seat in the house for the photographer as we labored up to the summit of Lizard Head or when the operator paused briefly in the middle of Ophir trestle so we could get a better view ... downward. It was awesome. The "Silver San Juan Scenic Line" was no trip for anyone with a fear of high places!

It was not until many years later that I got to Telluride. Business into that community in the 1940s had fallen off to the point that the Goose no longer ran in from Vance Junction. A stop was made in the middle of nowhere at a gravel grade crossing known by the company as "Bilk." Here a truck picked up from the "train" whatever shipments, if any, were destined for Telluride. Dining facilities in route were limited or nonexistent. Such establishments as Burger King and McDonald's were light years away from that remote region of southwestern Colorado. I started out from Dolores with a supply of cupcakes, bananas, and cokes, which rapidly got warm as the day progressed. I got some lunch, I believe, at the store in the station at Ophir. A couple of closed stations still had outhouses, which passengers used with trepidation. It was not until the RGS went into the tourist business that better restroom facilities were offered.

Although I had a continuing interest in Colorado railroading, it proved to be 38 years before I returned again to what was once Galloping Goose country. My wife had passed away due to cancer in February 1980. Thus, needing a change, I joined Dick Billings on his Overland Chapter National Railway Historical Society 1980 Autumn Colorado Rails Tour, which began with cocktails and a get-acquainted dinner at the now-gone Plaza Cosmopolitan Hotel in Denver, where Mel Patrick put on a slide show about the *Rio Grande Zephyr*. We soon found ourselves riding to Silverton on the restored parlor car *Alamosa*, which I had ridden so many years ago with my parents on the old *San Juan*. Someone in the group photographed me pointing out the foundations of where the snow shed once stood at Lizard Head.

**Above:** Mountains form the backdrop for Galloping Goose No. 4 near Trout Lake in July 1942.

**Right:** The author poses with Galloping Goose No. 4 at Rico in July 1942.

**Above:** An employee refuels Galloping Goose No. 4 at Bilk in July 1942.

**Left:** A steer runs ahead of Galloping Goose No. 4 north of Dolores in July 1942. This "Advanced train 372" is operating without train order authority.

**Above:** Mountains form the backdrop for Galloping Goose No. 4 near Trout Lake in July 1942.

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While at Telluride I gave some of my Rio Grande Southern pictures to Arlene Reid, who ran the local museum, and she presented me with one of the "Jeffrey" spikes that were used on the RGS.

I have been on quite a few of Dick Billing's trips to Colorado. Recalling on one of my recent trips my adventures on the Galloping Goose, I got the feeling that the younger generation of listeners gathered around the bar in the car *Alamosa* were looking upon me as a fossilized relic from the ice age. On each trip, as the years go by, it gets harder and harder to find the old roadbed and old bridge piers that were once the Rio Grande Southern. But for me it is still very much a sentimental journey filled with memories.

*John D. Denney Jr. is a lifelong resident of Columbia, Pennsylvania. His boyhood home was almost within the shadow of the ornate Victorian train shed that housed the terminus of Reading's 45-mile Reading & Columbia Branch. A graduate of Franklin & Marshall College, Denney is a retired insurance executive. He is a member of the National Railway Historical Society and the Railway & Locomotive Historical Society, as well as a charter member, benefactor, and board member of the Friends of the Railroad Museum of Pennsylvania at Strasburg. Denney, a collector of railroadiana, enjoys researching and writing on the subject of narrow gauge, shortline, and interurban railroads.* ◇

**Right:** Galloping Goose No. 4 exchanges freight for Telluride at Bilk in July 1942. The man leaning against the Goose is the author's father.

**Below:** Galloping Goose No. 5 stops at Lizard Head in August 1943.

# Goose Returns

## FOR SECOND PASS

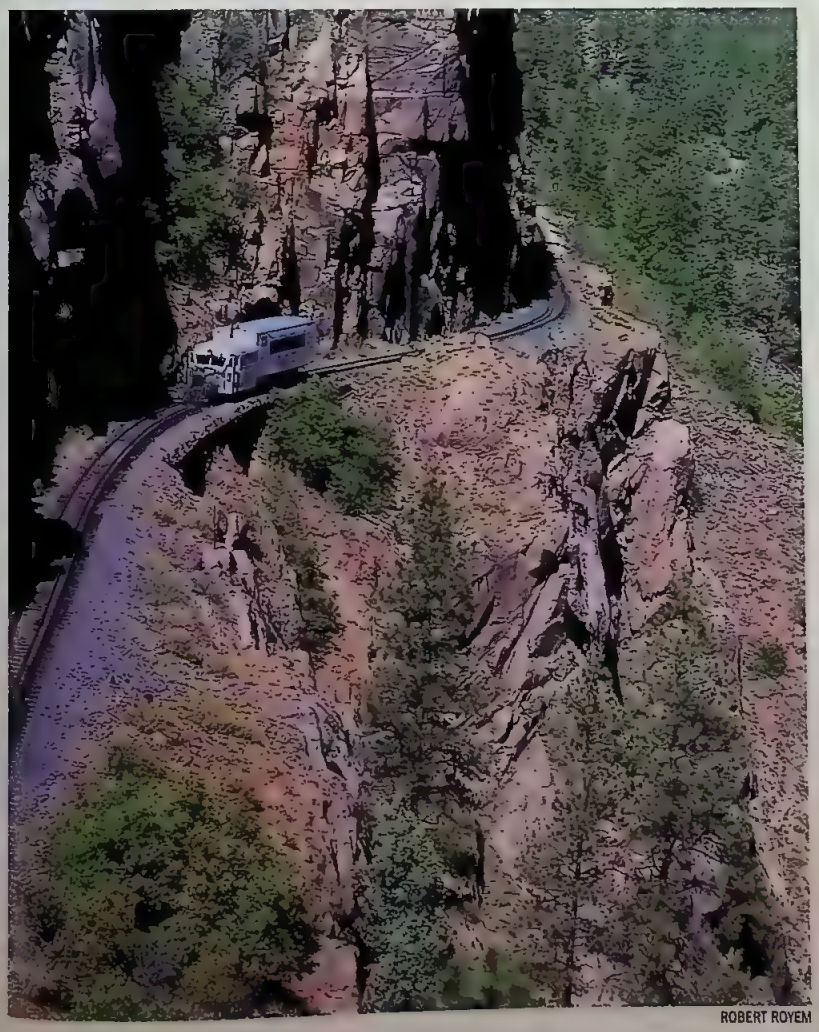
Galloping Goose No. 5 is returning for a second season to the Cumbres & Toltec Scenic and Durango & Silverton Narrow Gauge railroads. The former Rio Grande Southern motor car, built in 1933, has been restored by the Galloping Goose Historical Society of Dolores, a community once served by the RGS. It seats 29 people.

No. 5 will be on the C&TS (1-800-724-5428 or www.cumbresandtoltec.com) for half- and full-day excursions on all parts of the line from May 20 to June 1. "We're delighted to be able to host it. Its operation ties in with our mission of interpreting living history and the rich multicultural heritage of this region," said George E. Bartholomew, president of the Chama, New Mexico, tourist railroad. The Goose is a popular attraction, but plenty of seats are available for the 10 days.

The Galloping Goose will run on the Durango line August 25-31 as a part of the first annual D&SNG Railfest (1-888-TRAIN-07 or www.durangotrain.com). The celebration, August 27-30, also features the 1875 Eureka & Palisades No. 4, the only operating narrow gauge wood-burning 4-4-0 locomotive in the United States.

In addition to the special excursions, the D&SNG Railfest includes narrow gauge motorized pop car club runs, a special railroad china exhibit, book and painting signings, receptions, and a moonlight train run. *John Gruber* ◇

Galloping Goose No. 5 returned to excursion service in 1998. The car stops for an inspection at Hermosa Tank (bottom) and travels through the spectacular Animas Canyon (left) in September on the D&SNG. Earlier in the summer, the Goose crosses the Chama River (below) while make trips on the C&TS.



ROBERT ROYEM

ROBERT ROYEM

PETER W. BUNDE

By Paul M. Somers

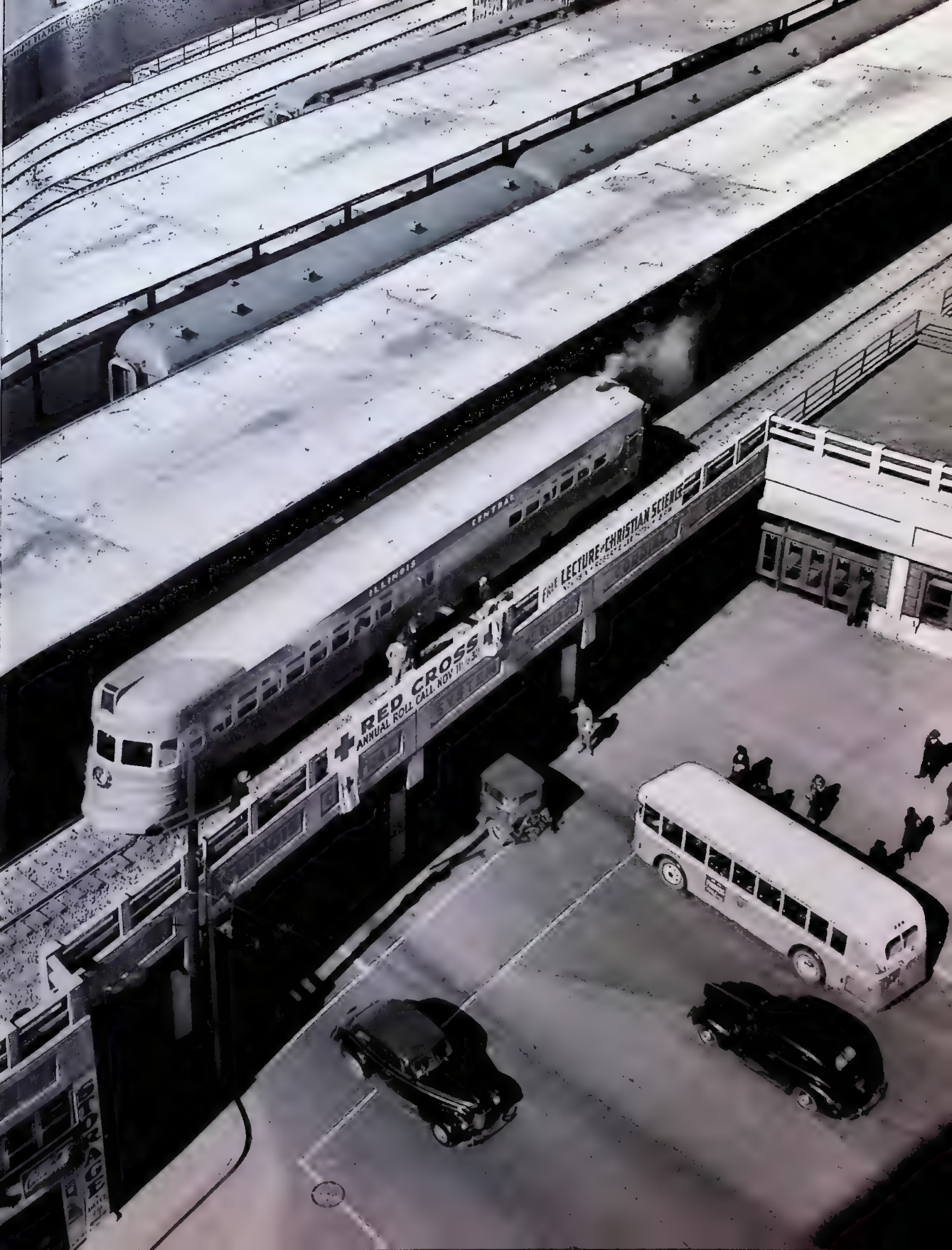
# The Other Susquehanna Transfers

American Car & Foundry Motorailers were as successful as commuter trains on the New York, Susquehanna & Western as they were unsuccessful as through trains on the Illinois Central.

**Susquehanna Transfer:** The New York, Susquehanna & Western Railroad provided commuter service to New Jersey residents, carrying them by rail to a station called the Susquehanna Transfer and then busing them to mid-town Manhattan. The rail service was provided by gas-electric cars until 1940, when a speed and comfort innovation was introduced. Over the next seven years, this change involved the Susquehanna in two more transfers of a different kind.

**Motorailers:** Beginning with the *Zephyr* and the *M-10000* in 1934, streamlined passenger equipment had been products mostly of the Pullman and Budd companies. American Car & Foundry Company (a.c.f.), of course, had built the *Rebels* for the Gulf, Mobile & Northern, but that road was down south, so hardly anyone noticed.

While the big two were concentrating on long-haul trains, a.c.f. was working on another, entirely different concept. It saw an opportunity in the streamlined market for smaller, lighter, multiple-unit trains on shorter hauls. Their design was a sort of an amalgam of interurbans, gas-electrics, and scaled-down Rebels—short, but pleasing to the eye. The company christened these new trains Motorailers and began to market them aggressively.


RED CROSS
ANNUAL ROLL CALL
FREE LECTURE-CHRISTIAN SCIENCE
ILLINOIS
CENTRAL
STORAGE

*Motorailers were low-slung, lighter-weight, self-propelled streamlined passenger cars.*

Motorailers were low-slung, lighter-weight, self-propelled streamlined passenger cars. They had an operator's console on the right side of the front of the car (or, in some cases, at both ends of the car), but otherwise they provided a variety of the usual passenger car features: coach seats, of course; baggage and mail areas in some cases; buffets; restrooms; and, in the units built for the United States Navy, longitudinal slat seats.

An excerpt from an eye-catching ad in RAILWAY AGE illustrates that a.c.f. saw these cars as much more than just diesel-powered passenger coaches:

### *Innovations*

*The extreme adaptability of the a.c.f. rail motor car suggests an almost limitless range of developments. ...*

*One use which has much to commend it is the adoption of a.c.f. rail motor cars for the traveling office of presidents and other officials. Equipped with complete office facilities and comfortable living quarters, they form a fully independent, self contained unit which is very economical to operate.*

*Sleeping quarters can readily be arranged, either in the form of berths or compartments. Where a demand for such accommodations exists, drawing rooms may readily be provided.*

*For private charter use, one or more a.c.f.* de luxe *rail motor cars can be designed to offer almost any desired facilities. Buffets may be supplemented by small dance floors, and special accommodations may be had for the use of ski, bicycle, or camera enthusiasts.*

It seems hard to believe that *no* president of *any* railroad took a.c.f. up on the challenge to build an office car which would always be ready—not dependent upon a scheduled train or an available locomotive!

Two early enthusiasts for the idea of Motorailers were Illinois Central and New York, Susquehanna & Western. Illinois Central saw these miniature streamliners as over-the-road through trains, while the Susquehanna was interested in their potential as commuter cars. Each of these roads bought two cars in 1940. All four, plus two more purchased in 1941 by IC, ended their days on the Susquehanna.

**Previous Spread:** As viewed from a hotel window, Illinois Central's *Miss-Lou* (later New York, Susquehanna & Western 1003) shares the Jackson, Mississippi, station with more conventional IC passenger equipment. Photo by C. W. Witbeck, Paul M. Somers collection.

**Below:** A Chicago & West Towns Railway streetcar makes way for IC's *Land O' Corn* (later NYS&W 1005/1006) at 26th Street in present-day North Riverside, Illinois. The *Land O' Corn* journeyed 275 miles each way daily between Waterloo, Iowa, and Chicago over the Iowa Division.

**Facing Page Above:** Brand new Motorailers pose for a builder's photo in St. Charles, Missouri, in October 1941. A mere four months later, the trainset is destined to collide with an errant semi truck near Plato Center, Illinois, killing the engineer.

**Facing Page Below:** An a.c.f. builder's photo shows the nose of IC's *Illini* (later NYS&W 1004). The two horizontal ribs and below-the-belt headlight are characteristics of IC's *Illini* and *Miss-Lou*. The *Land O' Corn* had three horizontal ribs.

PAUL M. SOMERS COLLECTION

A.C.F. PAUL M. SOMERS COLLECTION

**1001 AND 1002:** The two Motorailers purchased new by the Susquehanna, Nos. 1001 and 1002, were single-car, double-ended commuter units. Each car seated 80 passengers, carrying them in streamlined comfort 15.3 miles from Susquehanna Transfer to Paterson City.

In addition to 18 daily round trips to Paterson, the cars were also used on three daily 63.8-mile round trips between the Transfer and Butler, New Jersey, and four daily 34.8-mile round trips between the Transfer and North Hawthorne, New Jersey. One of these cars made 12 round trips daily and the other 13, averaging 430 miles each day.

Each car had wide, sliding center doors and vestibules for fast loading and unloading.

Power for the cars was provided by a unique oil engine manufactured by Waukesha Motor Company under license from Hesselman Motor Company of Sweden. These engines, mounted under the floor, burned diesel fuel but were not compression-ignition diesel engines; ignition was provided by a positively timed electrical system. These engines had a tendency to catch fire, and during January 1946, car 1001 was completely destroyed due to this fault.

In common with most commuter trains, these cars had no restroom facilities, but they had one innovation which made possible their use on excursion runs. In RAILWAY AGE language, the operator's compartment at either end could be converted into a "saloon." An arrangement of door and window curtains and a "hopper" under the operator's seat made this possible.

The success of these two cars was the proximate cause of two "Susquehanna transfers" of a different kind.

A.C.F. PAUL M. SOMERS COLLECTION

**1003 AND 1004:** The next two Motorailer acquisitions by the Susquehanna began their service lives as Nos. 130 and 131 on Illinois Central; they were name trains the *Illini* and the *Miss-Lou*, respectively.

No. 130 ran the 126.4 miles from Chicago to Champaign, Illinois, and 126.4 miles back, daily, in 2 hours and 35 minutes each way, making as many as 15 stops. No. 131 made its 183.1-mile trip, each way, between Jackson, Mississippi, and New Orleans in four hours, making 16 stops, once a day each way. The *Illini* carried 69 passengers, *Miss-Lou* only 61. Added revenue was sacrificed on the altar of segregation: The *Miss-Lou* was a "Jim Crow" car with separate compartments, separate restrooms, and separate doors for "Whites" and "Coloreds."

These trains had a short career on "The Main Line of Mid-America," both being returned to a.c.f. after just over two years of service. This return was triggered by three factors: the inability, engendered by World War II, to secure additional cars to meet increased volume; the poor reliability record of the unusual engine; and the fatal wreck of sister train *Land O' Corn* in February 1942.

The *Illini* and the *Miss-Lou* were converted by a.c.f. to a back-to-back two-car commuter train and delivered to the Susquehanna, which was enjoying great success with Motorailers as commuter trains.

The number of seats on the 1003 was 71, as compared to *Miss-Lou*'s 61; the seating on 1004 remained 69, the same as *Illini*'s. No center door was added to the 1004 to match the 1001, 1002, and 1003.

Significant changes were made to the *Miss-Lou* cars as a part of the renovation. Being an over-the-road train, it had carried a buffet. As a part of the rebuilding, this buffet was removed, and the number of restrooms was cut from four to one. The center doors and the rear doors survived the rebuilding, speeding loading and unloading. Also, the car did not get a circular window on the "white folks'" center door.

The *Illini* came through the renovation with a locker replacing one of its two restrooms and with four seats and a table replacing its buffet. The 1003 and 1004 retained the headlight and the three horizontal ribs below the beltline from IC days. This headlight position gave a decided interurban look to the cars.

It is interesting that the article in RAILWAY AGE announcing the Susquehanna's acquisition of these cars made no mention of their previous careers.

*The original two cars were frequently crowded to capacity.*

*The addition of a two-car train, built at the St. Charles, Mo., plant of the American Car and Foundry Company, which went into service late in August, will alleviate this condition.*

RAILWAY AGE, September 11, 1943.

PAUL M. SOMERS COLLECTION

PAUL M. SOMERS COLLECTION

A.C.F. PAUL M. SOMERS COLLECTION

**Facing Page:** Double-ended, center-door NYS&W 1001 has been polished for a fan trip and boards passengers at Stroudsburg, Pennsylvania, in June 1940.

**Above:** NYS&W 1003, riding the turntable at North Hawthorne, New Jersey, has suffered some front end damage, which perhaps explains why its pilot is different now than when it served as IC's *Miss-Lou*. The IC-style horizontal ribs have been removed, and the headlight has been relocated, as well.

**Left:** The motorman's cab in IC's *Land O' Corn* was not walled off from the passenger compartment, as this 1941 builder's photo shows.

Even a careful reader of this release would conclude that these were new units.

**1005 AND 1006:** The next transfer of Motorailer cars to the Susquehanna was also of originally Illinois Central units. In 1941, IC launched Motorailer service between Chicago and Waterloo, Iowa, with the two-car *Land O' Corn*. One might suspect that the western terminus of this run was chosen because of the headquarters of the Rath Packing Company being in Waterloo and John W. Rath serving as a member of the Board of Directors of the Illinois Central.

The two cars had an operator's station in the front of the forward car, while the back of the second car was ready to accept an additional car. The second car had an engine on one of its trucks. Additional cars, had there been any, would have required one engine per car.

Alas, the service life of this train was cut short on February 18, 1942, when the *Land O' Corn* collided with a semi-trailer truck at a grade crossing near Plato Center, Illinois, killing the engineer and injuring 25 passengers.

*Sic transit gloria* for Motorailers on Illinois Central. The *Land O' Corn*, the *Miss-Lou*, and the *Illini* were returned to the American Car and Foundry Company.

The Susquehanna had quickly taken delivery of the remodeled and refurbished *Miss-Lou* and *Illini*, but the *Land O' Corn* had to wait until November 1947 to rejoin her sisters as cars 1005 and 1006 on the Susquehanna. Before delivery, the rebuilt cars of the *Land O' Corn* acquired cabs at both ends of what was to run as a two-car train. One cab replaced the smashed-in front of the *Land O' Corn*, while a whole new (and restyled) front replaced the back of the *Land O' Corn*'s second car. Neither of these new ends included the three horizontal ribs which had characterized the IC version, but both had IC-type below-the-belt headlights.

**REQUIEM:** In 1950, the five surviving Motorailers were traded in by the Susquehanna on Budd RDC1s. Surely, this was a triumph of efficiency over esthetics!

*Paul M. Somers is a commercial real estate and business broker in Champaign, Illinois. He has been a railroad enthusiast since 1940 (at age 12) and has never lived more than eight blocks from the main line of the Illinois Central Railroad (in Chicago and Champaign). He is the author of* ILLINOIS CENTRAL STREAMLINERS *1936-1946.* ◇

*Alas, the service life of this train was cut short on February 18, 1942, when the* Land O' Corn *collided with a semi-trailer truck at a grade crossing near Plato Center, Illinois, killing the engineer and injuring 25 passengers.*

**Above:** Today's *Illini* seems rather lightly patronized.

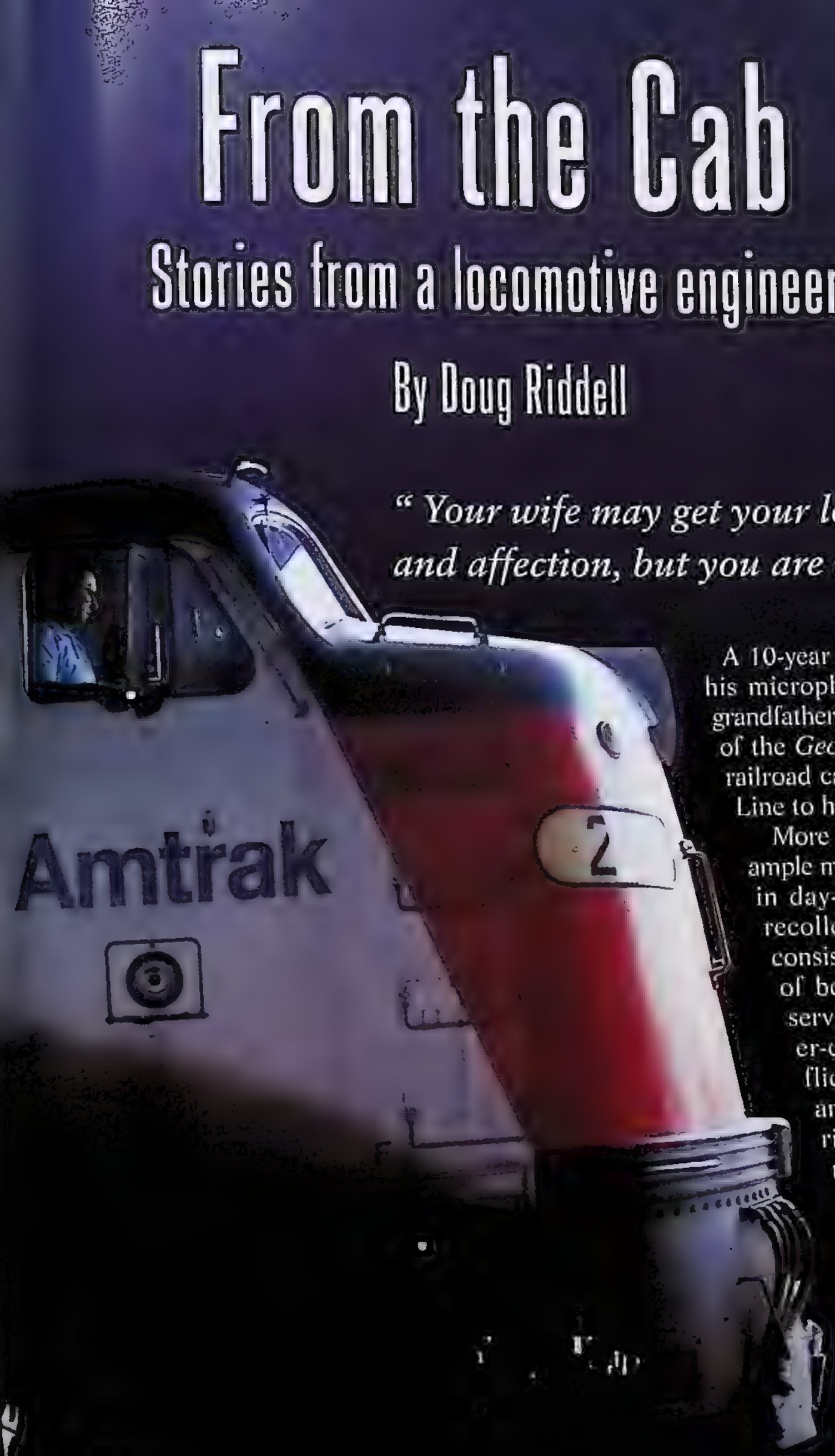
**Left:** Original NYS&W Motorailer 1001, like 1003, has obviously also suffered some front-end damage. The Susquehanna situated its Motorailer headlights under the roof, rather than under the belt as the IC did.

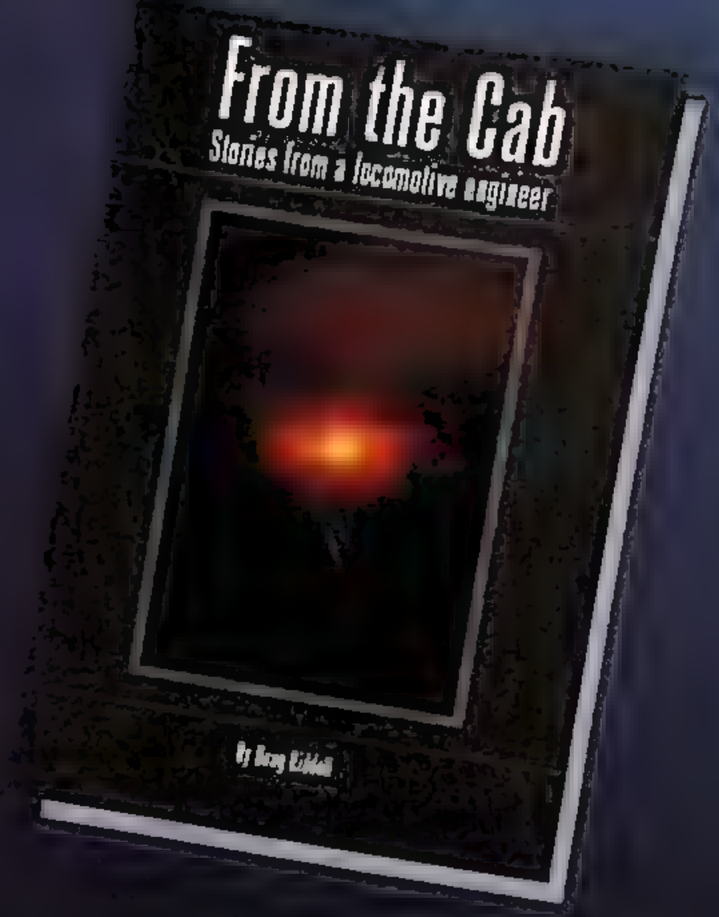
BOTH PHOTOS: PAUL M. SOMERS COLLECTION

# From the Cab

## Stories from a locomotive engineer

By Doug Riddell




*" Your wife may get your love and affection, but you are married to the railroad..."*

A 10-year veteran of broadcasting, Doug Riddell hung up his microphone to pursue a passion that began with his grandfather's early years on Chesapeake & Ohio as conductor of the *George Washington*. The chronicles of Doug's own railroad career span from his first day on Seaboard Coast Line to his current position as an Amtrak engineer.

More than 25 years in railroading have provided Doug ample material to entertain and inform everyone interested in day-to-day life on America's railroads, including recollections of a crankcase explosion, the colorful consist of the original *Auto Train*, the bitter hardship of being furloughed, and the irresistible return to service. Doug provides insight into the dynamic, ever-changing railroad industry, including the conflicts as well as the basic solidarity between labor and management. This evocative collection of stories also reveals firsthand the strains on a railroader's home life, and the resulting support that flows between Doug and his family.

Always, Doug's journeys lead him to essentials every reader can identify with: family and one true passion. Don't miss this heart-filled account of life on the railroad. *208 pages, 6X9, softbound, #B931, $14.95.* Available March 1999.

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# FRED LUDEKENS

## Illustrator of SP's Four Great Routes

By Michael Zega

Fred Ludekens called himself a *western* commercial artist. One of an informal group of California art directors and artists who redefined the look of American print advertising in the early 1920s, Ludekens came to be known for a clarity of line, strong visual impact, and highly personal interpretation. To a great extent, he made his reputation working for a railroad client—the Southern Pacific Company, for which he created advertising illustrations for some 25 years. As did nearly every successful commercial artist, Ludekens most frequently depicted people. And people engaged in railroading's unique drama became a hallmark of his best work for SP.

Ludekens lived a life that today might be considered more western myth than actual possibility. A third-generation Californian, Ludekens was born on May 13, 1900, at Hueneme, near the Mother Lode area where his grandfather had come to pan gold in 1849. After his father's death in 1912, he moved with his mother to Victoria, British Columbia. There he completed high school and followed his big brother to Alaska to work as a lumberjack and a crewman on a coastal supply boat. In 1920, he married and returned to San Francisco, where on a whim he first tried his hand at commercial art.

At age 21 Ludekens signed up for an extension course given at the University of California by Otis Shepard, art director of the Foster and Kleiser Company, an agency that specialized in outdoor advertising. His natural talent for drawing evidenced itself when he designed a poster for the San Francisco–Sacramento Railroad; shortly thereafter he found himself with a job at the agency. He learned as he went: "I didn't even know what a drawing table looked like," he remembered. "But I was blessed with an observing mind and a good memory for details." It was a good time to learn, as the state of California seemed on the verge of banning billboards as eyesores. He worked alongside some of the West's finest commercial artists—Harold von Schmidt, Maynard Dixon, Maurice Logan. His posters, done in tempera, were displayed at the 1921 California State Fair; a western-themed lithograph, *Cortez in the Valley of Mexico*, won him his first award soon afterward.

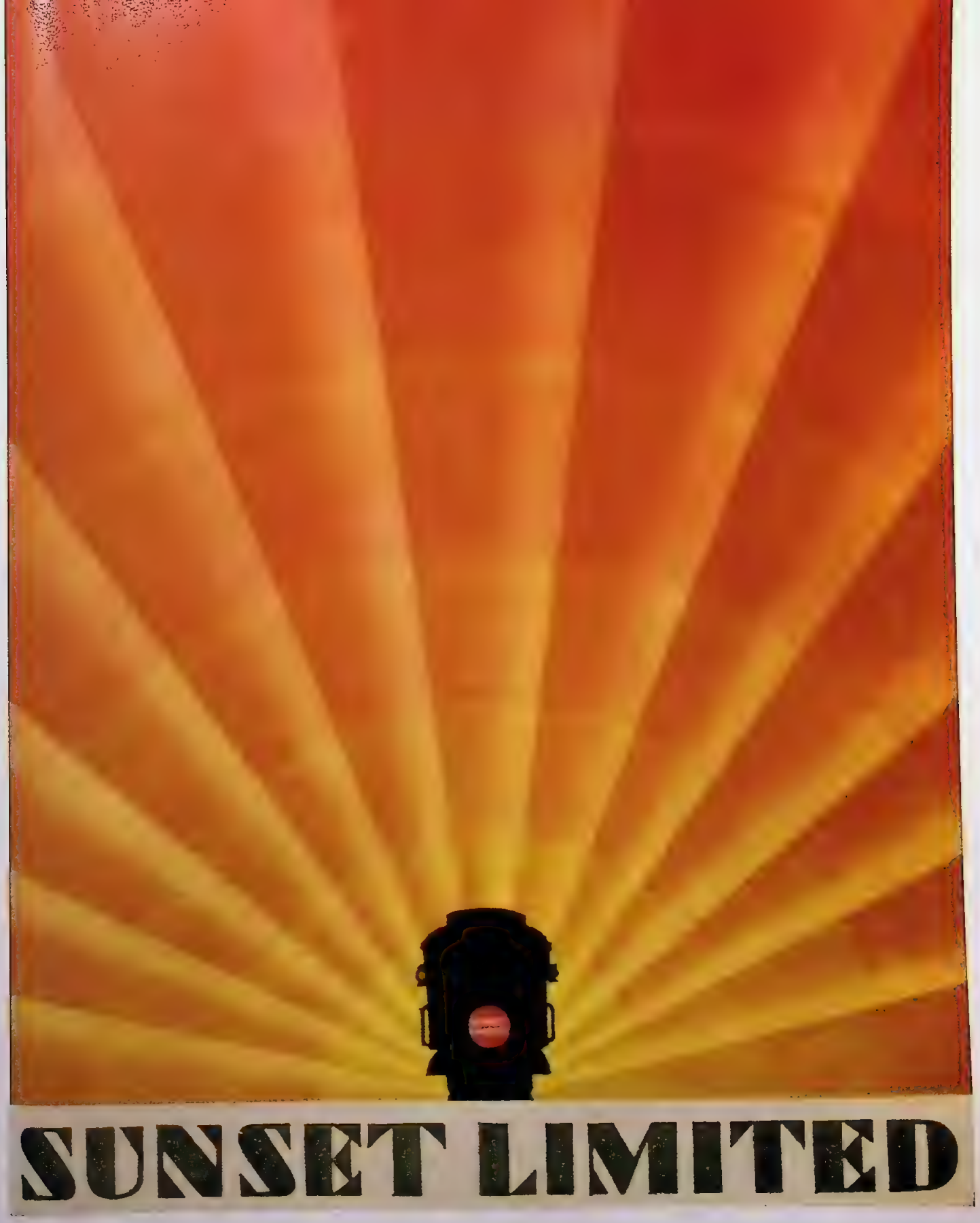
About a year and a half later, Ludekens got a telephone call from Louis Treviso, art director of both the Honig-Cooper Company and the trade magazine Western Advertising, asking him if he would do a cover. Treviso liked what he saw and a few weeks later offered him a job at his agency. There Ludekens designed for the Californians Inc. booster campaign and Tidewater Oil. In August 1927, primarily at the urging of SP's advertising manager, Ludekens quit to work on a freelance basis. His series of black and white cowboy-themed drawings selling "Open Air Life in the Canadian Pacific Rockies" for another Honig-Cooper client, the Canadian Pacific Railway, had caught SP's attention.

### SP's Advertising Quandary.

For some time SP management had been debating an advertising conundrum that had dogged the line for over 30 years. Since beginning advertising in earnest in the 1890s, SP had maintained independent creative themes and allocated separate budgets for each of its important trains. Indeed, both budgets and themes often differed for individual direction and season of travel. Under this scheme wintertime advertising for the flagship *Sunset Limited* differed from that for the *Golden State Limited* and other trains. Some joked that the message SP presented to the public was so jumbled that even its managers found it difficult to recognize their own advertising.

Like most roads, SP had traditionally placed its national advertising through well established eastern firms, but this

ALL IMAGES: MICHAEL ZEGA COLLECTION



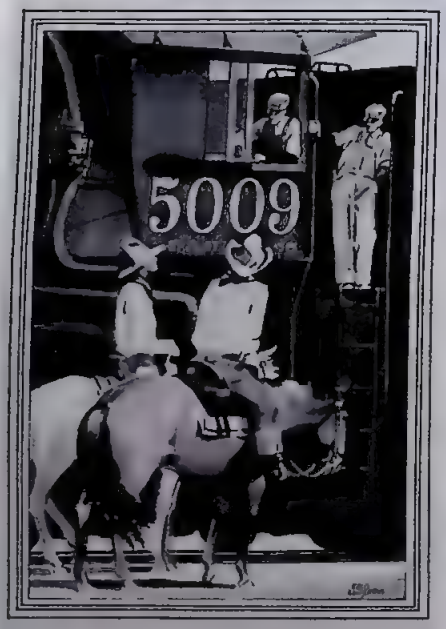

So proud was Ludekens of this *Sunset* booklet cover (1927) that he displayed it in his office for years (above). Inside, watercolor sketches portrayed life aboard the *Limited*. The center spread (facing page) featured a dinner service every bit as elegant as competitor Fred Harvey's.

pattern began to change in 1922, when the line first retained the San Francisco advertising agency Lord & Thomas. Over the following two years, Lord & Thomas gradually assumed responsibility for the entire SP account, historically one of railroading's top five measured by budget. The change in ad agencies subsequently prompted a reappraisal of advertising strategy.

Late in 1926, Lord & Thomas proposed a campaign that was intended to introduce a consistent public image for SP's passenger services. "Uniformity of style, centralization of control, and continuity of theme are the fundamentals of good advertising," argued K. C. Ingram, SP's general advertising agent. Ingram specifically proposed:

> ... a national campaign of exclusively SP advertising, which will depict in just as simple a way as possible the essentials of the transportation service we have to sell, with strongest emphasis laid upon the features of our service that are exclusive to the SP.
>
> We have in mind a series of advertisements to be placed nationally, each selling one of our routes specifically and each including a brief clear outline of out transcontinental service as a whole.

This 1931 wash drawing pairing cowboys with an engine crew caught the dramatic appeal of trains and the wide-open West ... talk about the "romance of the rail"!




"Golden State Limited"

*Chicago · El Paso · Phoenix · Tucson · San Diego*
*Los Angeles · Santa Barbara*

Through cities of the new Southwest past the great guest ranches of Arizona ... the fashionable resorts about Palm Springs and Indio ... to sunny Southern California. That is the fascinating route you'll travel on Southern Pacific's "Golden State Limited".

New as the fascinating West itself, this fine, fast train offers rooms en suite if desired; barber, valet, bath, ladies' maid, club car and ladies' lounge ... with the Southern Pacific service that is a Western tradition.

Only Southern Pacific offers choice of four routes between California and the East. Go West on "Golden State Limited". Return on "Sunset Limited", "Overland Limited" or "The Cascade". The variation of routes allows you to see the whole Pacific Coast.

**Southern Pacific**

**Four Great Routes**

Write to H. H. Gray, 531 Fifth Ave., New York City, or O. P. Bartlett, 310 S. Michigan Boulevard, Chicago, for book with illustrations and inverted map, "How Best to See the Pacific Coast".

This was not an easy feat, for unlike other lines which were traditionally identified with a particular region or route (competitor Santa Fe served the Southwest, Northern Pacific the Northwest), SP's routes radiated from its San Francisco headquarters in nearly every compass direction.

Introducing the new campaign to the public in the fall of 1928, Ingram asserted "We have attempted to turn a liability into an asset, to capitalize the multiplicity of our routes with the theme 'Only Southern Pacific offers Four Great Routes—Go One Way, Return Another'—the thought being to offer the prospect the greatest possible travel experience for his time and money."

Ludekens' work proved integral to the new strategy. The Four Great Routes campaign had two objectives: "'Here's a railroad' was what they were trying to say through the pictures of people, places, and historical events," Ludekens explained of the first, introducing the railroad to the public in national magazines. For this descriptive presentation of realistic subjects he painted California's big trees, Kit Carson, and the like—scenes "of a western type tingling with Bret Harte atmosphere." The second objective was to appeal to prosperous, frequent travelers. Here, in ads intended to feature the accommodations aboard the train rather than the railroad itself, Ludekens used "a voguish and modern treatment" emphasizing luxurious comfort. His first and most remarkable design was a 1927 *Sunset Limited* booklet that depicted its patrons at their leisure. A series of convivial groupings (in the diner, with the barber), it was followed by an even more dramatic set piece posed on the *Overland Limited*'s observation platform. By the early 1930s, other artists followed his style, creating similar booklets and ads for the *Cascade* and *Golden State*.

### Ludekens' National Prominence.

MEANWHILE, LUDEKENS PROSPERED: IN 1930, he traveled east to New York for the first time to design a deluxe booklet for the Dollar Steamship Line's new luxury liners, *President Coolidge* and *President Hoover*. Similar to his *Sunset* designs, the work gained the attention of the New York Art Directors Club. That same year he began doing occasional illustrations for AMERICAN MAGAZINE.

In 1932, Ludekens gave up freelancing to become the art director of Lord & Thomas' San Francisco office, where he remained for seven years. The job demanded that he look at advertising art from a business point of view; his insight helped him to become one of the country's top commercial artists. His work from this period won him a succession of awards from the Art Directors Club, including medals in 1931, 1935, and 1936. In 1939, he transferred to New York and incurred greater responsibility. He also began a second career, as an editorial illustrator; his first SATURDAY EVENING POST illustrations, for the western serial "Ramrod," date from 1943.

When it came time to advertise postwar streamliners, SP again turned to Ludekens, who employed much the same formula as that of two decades earlier. His frequently reproduced 1950 ad depicting the "swift *Golden State*" at Palm Springs managed to sell southwestern scenery, sex appeal, and railroading's drama all in one illustration. Later that year he designed a booklet introducing the new *Sunset Limited*, from which a great deal of advertising was drawn. His ads for the *Shasta Daylight* showed black bears; for the *Overland*, a cowboy prospector and his mule. It was old hat to Ludekens, who wrote that "I've been at this for over 25 years" and claimed he could paint trains in his sleep. A good deal of his course book for the Famous Artists School (which he co-founded in 1947 with Albert Dorne) dealt with the technicalities of railroad illustration. After SP ended its passenger train campaign,

"San Francisco

Overland Limited"

*Chicago · Lake Tahoe · San Francisco*

The choice of discriminating travelers who, speeding to California, would follow the direct Overland Trail of '49. Return in equal luxury by one of the other three alternative Southern Pacific routes, on "Sunset Limited" (San Francisco-Los Angeles-Houston-New Orleans); "Golden State Limited" (Los Angeles-El Paso-Kansas City-Chicago); or the "Cascade" (San Francisco-Portland, Ore., and points East).

**Southern Pacific**

*Write to* E. W. Clapp, *traffic manager, Department P-14, room* 1022, 310 *Michigan Boulevard, Chicago, for complimentary booklet,* "How best to see the Pacific Coast"

Ludekens' classic *Overland Limited* grouping was among the most vivid illustrations ever produced to sell passenger train travel. SP featured it in 1928 national magazines and, in color, as a poster.

Ludekens went on to design similar western-themed artwork for American Airlines.

In 1956, at the peak of his career, Ludekens accepted the position of co-creative director of Foote, Cone & Belding, where he directed a batch of prominent campaigns. He resigned in 1965 and moved to the Bay Area to follow his early interests: painting ranch life, Indian cultures, and western wildlife. In 1978, Fort Worth's Amon Carter Museum held a retrospective exhibition of his work; a second followed in the spring of 1982 at the Mondavi Winery in the Napa Valley. Ludekens died shortly thereafter.

In retrospect Ludekens' watercolors of life aboard SP's limiteds rank among the defining images of an era. They depict the drama and glory of the steam-powered transcontinental passenger train at the apex of its market dominance, portraying a spirited, sensual luxury that vanished with the Depression. Unique in their use of color in an otherwise black and white world, they also belie the assertion that railroad advertising was necessarily mundane and of a type. Ludekens often said that effective visual communication results "from a firm conviction that you know what to say." He certainly understood railroading. ◇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Southern Pacific Amtrak Chessie

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**A FULL COLOR, STEREO HI-FI VIDEO tour of one of the best layouts**

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- 1950s era Roundhouse, 125' turntable, diesel house, coach yard, control tower, downtown structures
- 1990s era large Diesel House, turntable, outside service facility, control tower, industrial yard
- Mountain territory, five tunnels, four bridges, modern Intermodal facility, double-track mainlines, branch lines
- **The best two sound systems ever heard on a layout**, complete with real train recordings on cassettes that were processed with DSP. Treble sounds are picked up through the rails; bass from subwoofers under the layout. Vast library from the 1950s to today diesels of real train sounds! You will be impressed! Locos and cars have high-tech speakers hidden inside. Main throttles or hand-held remotes control sound! This tour is recorded live including the narration so you can get the true visual and audio feel. This is real, no simulated sound and the correct sound is with the right motive power! Real Horn sounds from P3s, K5LAs, K3s, etc. and engine sounds of Alcos, GEs, several generations of EMDs and steam engines and whistles (Northerns, Mountains, Pacifics, Cab Forwards and many others)
- The most complete and detailed Southern Pacific collection of custom painted locos and passenger cars including , highly detailed, interiors, lighting including prototypically operating headlights, Mars, oscillating lights, number boards, class lights, ditch lights. Covers steam, diesel, passenger and freight from the 1950s up to today! Both super detailed classic brass and kit-bashed plastic models. Passenger trains include heavyweights, Daylights (several versions), Sunset Limited, Amtrak all with complete prototypical lighting!
- High Line climbs to huge triple-track Mantel bridge (eight truss sections plus girders) and control tower
- This is **Volume 1** touring all of what is stated here plus plenty of SP train action from GS-4, Cab Forward, Pacific steam to new GP-60s, AC44CWs plus runs of Chessie Intermodal, Santa Fe Super Fleet, BNSF pumpkin/warbonnet manifests, Amtraks, DRGWs, and more. All with super sound! Detailed explanations of CTC panels, sound systems and lighting. The layout is 90% complete with some backdrops.
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# Where There's Smoke, There's ... Toy Trains

By Allan W. Miller

In the days when steam power ruled the rails, smoke—that ever-present byproduct of the process of converting steam into useful energy—was almost universally disdained.

Passengers, trackside business proprietors and homeowners, and most assuredly housewives with laundry hanging on the line all took offense at the filthy residue left in the wake of a passing iron horse.

For their part, savvy locomotive crews did everything possible to reduce both the volume and content of copious plumes billowing from the stacks of their snorting charges—or at the very least they did their best to maintain a "clean" white burn rather than a "dirty" black one.

So it perhaps seems somewhat odd that model train manufacturers would labor long and hard, and at considerable expense, to create that singular feature of steam-era railroading that many real-life railroaders, and certainly most non-railroaders who found themselves thrust into close and regular proximity with the rails (excluding railfans, of course), would just as soon do without.

But, of course, the fact remains that steam locomotives do customarily produce smoke—and usually lots of it. In some ways, smoke is what gives a steam locomotive the active, breathing, and highly visible form that truly imparts it with a life of its own. Smoke not only symbolizes power, smoke personifies that power in action. So it's only natural that toy train manufacturers, in their incessant desire to add realism to their electrically powered miniature models, would seek a way to make them billow smoke, just like their prototype brethren.

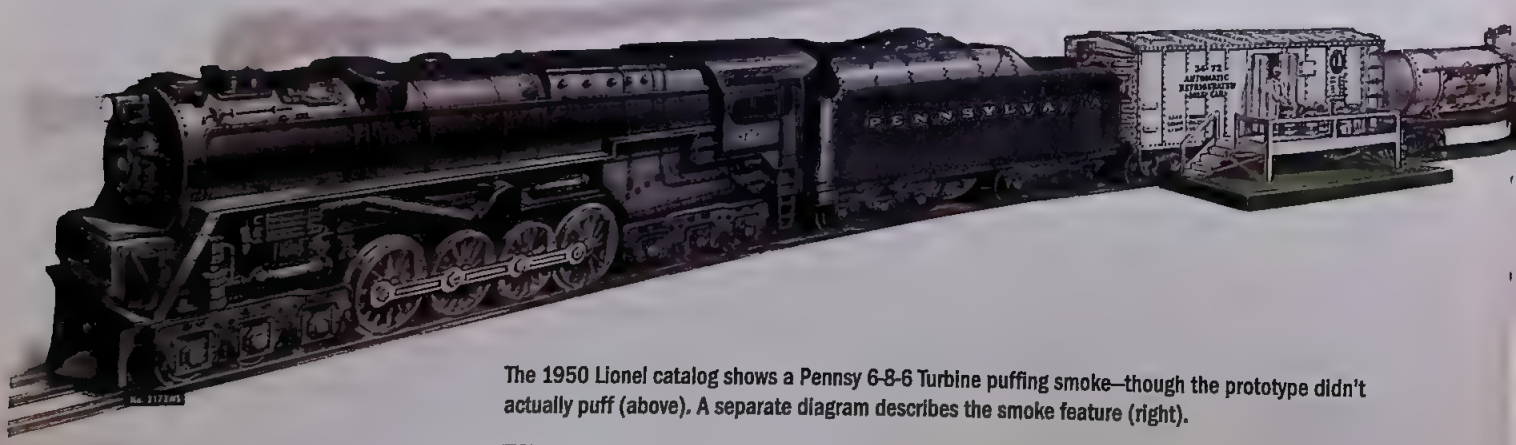
Ironically, both of America's leading toy train makers of the post-World War II era (The Lionel Corporation and its chief competitor, Gilbert's American Flyer) introduced puffing smoke features to their lines almost simultaneously.

It was late in 1945, and America was rebounding from its long and costly—in both human and economic terms—involvement in the Great War. Throughout the war years, production of toy trains and other consumer goods had been severely curtailed, or halted altogether, by a shortage of raw materials and strict government controls on the use of whatever materials were still available. Both Lionel and American Flyer had actively participated in the war effort by refitting their production lines and devoting their resources to the manufacture of items needed to support the national cause. Now, employees at both firms were fully involved in catering to the new post-war prosperity with exciting and innovative product lineups.

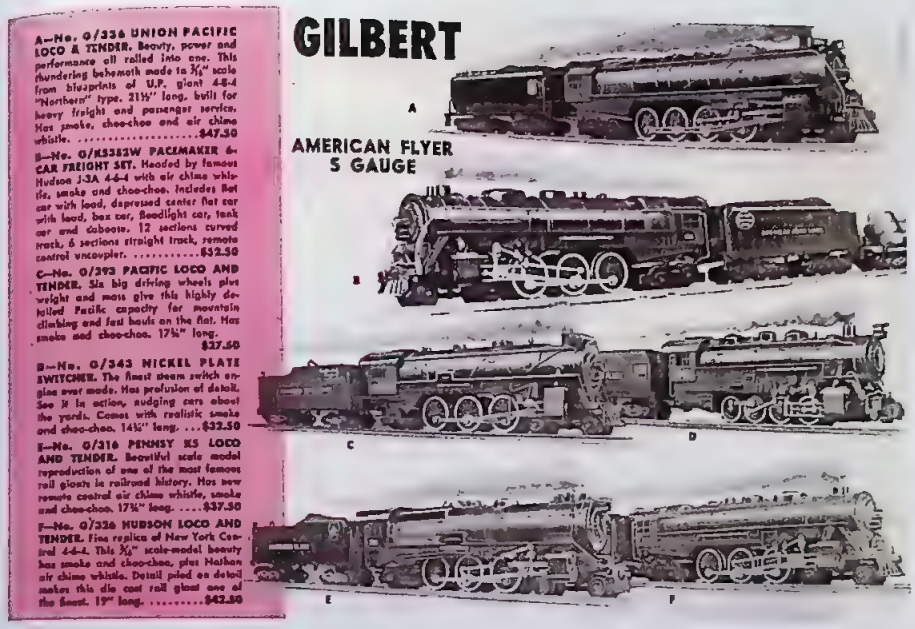
At Lionel's New York City showroom and offices, planning for the post-war electric train line had been under way in earnest since long before hostilities ceased. Exciting new inventions were already past the drawing board stage and in development, including operating knuckle couplers (actually introduced with the meager 1945 year-end offerings), a radio-wave–controlled electronic train, and a variety of new remote-controlled operating accessories. But paramount among Lionel's innovations, and kept tightly under wraps in hush-hush secrecy prior to its intended announcement at the 1946 Toy Fair in March, was one especially significant new feature: smoke.

Lionel's new smoke-generating system was simplicity itself, both in form and in operation. A smoke pellet was dropped into the locomotive's stack, where it rested atop a special heating bulb, which also served as the engine's headlight. Heat from the bulb caused the pellet to vaporize, thereby producing smoke. The smoke was driven from the stack by a metal flap connected to the drive wheels. The flap moved up and down as the wheels turned, "fanning" the smoke in rhythmic puffs out of the smokestack. The "smoke pills," as they soon came to be called, were basically a non-toxic compressed compound of ammonium nitrate that would vaporize in relatively low heat, although they did leave a small amount of liquid residue.

Oddly enough, the locomotive that Lionel chose as the flagship example for its exciting new smoke feature was one that, in real life, didn't really "puff" smoke at all—it simply emitted smoke in a steady stream. That locomotive was Lionel's new (in 1946) model of the Pennsylvania Railroad's 20-wheel S-2 Turbine. Despite the less-than-prototypical smoking disparity, retailers and consumers were suitably impressed with this new feature, and Lionel's new smoking S-2 Turbine received widespread acclaim and



The 1950 Lionel catalog shows a Pennsy 6-8-6 Turbine puffing smoke—though the prototype didn't actually puff (above). A separate diagram describes the smoke feature (right).




These Gilbert's American Flyer locomotives all belch a respectable amount of smoke and have "choo-choo sound."

acceptance, followed by impressive sales.

Just a year after its unveiling, Lionel modified its smoke feature in an effort to reduce costs and increase efficiency. The expensive and short-lived special heating bulb was replaced with a wire heating element, and the pellets themselves were greatly improved so they vaporized faster and left no liquid residue. Eventually, some years later, Lionel would switch over to an even more reliable liquid smoke agent with a well-type heating element, which is the type of device still used today by Lionel and most other manufacturers.

Across the same New York street in 1945, at Gilbert's flagship Hall of Science headquarters, and at the Gilbert factory in New Haven, American Flyer's engineering, product development, and marketing staff were similarly engaged in seeking new ways to pique the interest of the consuming public. Enveloped in their own cloak of secrecy, and presumably unbeknownst to their counterparts at Lionel, Gilbert technicians were hard at work developing their own smoke feature. So cloaked in secrecy was this innovation that the pre-press proof sheets for American Flyer's 1946 consumer catalog pages displayed an "X" wherever the word "Smoke" would be substituted on the final printed pages. Unfortunately, a slip-up occurred in proofreading, and on page 21 of the 1946 American Flyer catalog, the 342 Switcher is proclaimed as being equipped with "Choo-Choo and X." Even the boxes made for non-smoking locomotives issued in 1946 bore the designation "no X" on their end flaps. However, as would later be revealed, errors in print were just one of several problems that Flyer faced in developing a reliable smoke feature.

Maury Romer, who served the Gilbert staff in a variety of positions from 1938 through the late 1960s, was in charge of the firm's train line for more than a decade following World War II. In an interview published in the book A.C. GILBERT'S HERITAGE (Heimburger House Publishing Company, 1983), Romer acknowledged that Flyer had its share of problems developing a reliable smoke system. "We had problems with the smoke," he noted. "Some of the original mixtures didn't prove out right. Some of them would get sticky and things would gum up inside."

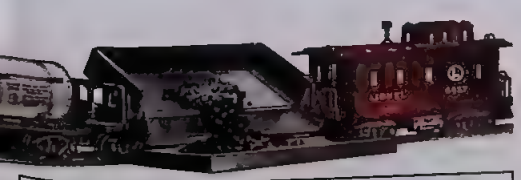
Another problem faced by Flyer was the cumbersome system initially used to deliver smoke to the locomotive's stack. When introduced in 1946, the smoke from American Flyer steamers didn't materialize in the smokebox or boiler, or anywhere within the locomotive itself, for that matter. The smoke-generating unit was actually located in the tender, and it was powered by a separate motor-and-bellows device that pushed smoke forward through a long tube to the locomotive's stack. (The same motor also powered the Flyer "choo-choo" sound system.) To activate the smoke feature, a small amount of smoke fluid was squeezed into a tube on top of the tender. The fluid collected in a chamber, where it was subsequently heated until it evaporated, and the resulting white smoke was then forced through a long rubber hose affixed to the smoke stack. Because a separate motor powered the smoke feature, it did do something that Lionel's engines couldn't: It provided voluminous clouds of smoke even when the engine was stopped in a neutral state.

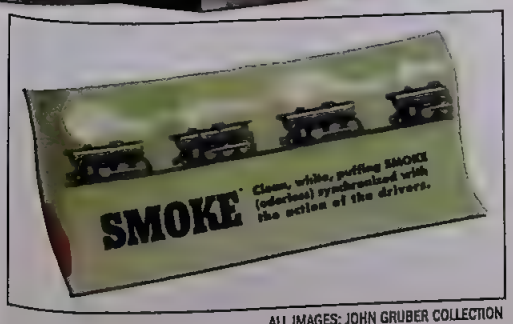
The Achilles heel in this early system was the relatively complex bellows/hose/motor affair. The bellows had a tendency to wear out with repeated use, leaving air holes and diminished smoking ability; and the rubber hose was prone to developing kinks or blockages. And the motor itself tended to be problematic—creating "choo-choo" sounds that were out of sync with the loco's drive wheels, and, with heavy use, often becoming so noisy that it would completely obscure the "choo-choo" sounds.

These problems persisted for the 1946 and 1947 lines of Flyer's smoking locomotives, but in 1948 the tender-mounted smoke units were replaced with a piston-driven smoke unit mounted in the boiler: To the dismay of Flyer devotees, it was a unit very much like Lionel's.

Today, puffing smoke is a somewhat commonplace feature on many O gauge and larger-scale toy and scale model steamers. In some instances, the smoke feature has even been incorporated into diesel-electric engines (especially appropriate for certain Alcos, perhaps?). MTH Electric Trains, one of the leading contemporary suppliers of O gauge trains, employs a fan-driven smoke unit that produces huge quantities of the white stuff—reportedly sufficient in volume and density to trigger nearby smoke alarms!

In all of railroading, few sights rival the majesty and awesome sense of sheer power evidenced by a hard-charging steam locomotive struggling upgrade on a frosty winter morning. Is it any wonder that the essence of this glorious sight would eventually find its way to the diminutive die-cast steamers that circle countless Christmas trees and tote their loads along plywood-based basement layouts in this country and around the world? ◇






ALL IMAGES: JOHN GRUBER COLLECTION

# Santa Fe's Fast Famous Trains

"There is nothing terribly dramatic, except that our main objective was to run what we thought was the best railroad in the country."

ROGER PUTA, BRIAN JENNISON COLLECTION

The *Super C* prepares to leave Corwith Yard in Chicago in 1968 on its first run westbound.

John Shedd Reed is speaking in a quiet, understated way about his 15 years as chief executive of the Santa Fe Railway. He is the last railroad person with an office in the Railway Exchange Building, once Santa Fe's historic headquarters building on South Michigan Avenue in downtown Chicago. Nearby on the Lake Michigan shore is the Shedd Aquarium, named for his grandfather.

Reed's Santa Fe career, starting in 1939 and interrupted only by Navy service on a destroyer throughout World War II, extends through a second retirement in 1988. He has guided major changes in the industry—steam to diesel power, boxcar to intermodal freight, promotion of passenger trains to Amtrak, deregulation, and mergers.

Momentos in his office include pictures of his children, a plaque with his years of service, a model of the business car named for him, and HO locomotives and cars given annually by a Chicago switchman in appreciation of a "trivial" favor. His respect for employees is evident through all the conversations.

For as long as he can remember, he wanted to be a locomotive engineer. "I never grew up, I guess. I tried twice. I went down to see George McNear of the Toledo, Peoria & Western, and I thought maybe I could get a job with him one summer, because he was fighting the unions. Then I found out he had the same seniority rules as everybody else. He was so amazed to see me, he took the day off and showed me around the railroad; he couldn't believe anybody wanted to work for him. He was a very contentious fellow, you know.

"Then I tried to get a job on the Santa Fe. But a couple hundred thousand railway people were unemployed in those days, in 1939. I was introduced to John Purcell, who was head of the mechanical department. He was a very smart fellow who had come up the hard way without much formal education. He had little use for college people, and he told me he never saw a Yale guy that could shovel enough coal to get one of his engines from Chicago to Joliet," said Reed, who then was fresh out of Yale with a degree in industrial administration.

"But Purcell gave me a job in his test department. That was probably the best job I ever had on the railroad. It was the next best thing to being on a locomotive, and much of the work was testing steam engines. The first job, out in California, was the 3766 [October 1939], one of the new 4-8-4 engines, a 1937 model. We also tested the 3754 making transcontinental runs [December 1939], one of the 1927 4-8-4s, the 3751 class. They had spent $80,000 rebuilding those engines, trying to make them the equal of the new ones. Our job was to see whether they had. We found they hadn't.

"I spent the summer in 1940 on our only rail detector, which was one of the best training jobs anyone could ever have, because you learned all about train rules and general train operation. We always had a conductor, who conferred with us as to his plans for clearing trains and so forth."

Reed joined the Navy but came back to the railroad in December 1940 while waiting for a spot at Annapolis. During these two months, he helped test Electro-Motive 100, Santa Fe's first diesel freight engine.

Returning to the railroad in 1946, he advanced steadily in the operating, finance, and executive departments until being named president in 1967. He retired the first time in 1983 as chairman and chief executive officer of Santa Fe Industries, although continuing as a director of Santa Fe Southern Pacific Corporation. He returned as CEO for a year in April 1987, following the failure of the ICC to approve the merger of the two railroads. His successor, Rob Krebs, today is CEO of the merged Burlington Northern Santa Fe.

Reed discusses the events of his presidential years, highlighting changes in passenger and freight operations on the Santa Fe.

"In the early days, of course, we were the great promoters of passenger train

service, and that continued right through until we really were forced to buy ourselves out and do Amtrak," he said.

"Things really started to fall apart about 1968, when the government started taking the mail away from us. That killed the regular *Chief*. It was kind of downhill from then on. We were very proud of that service. The Southern and I believe the Burlington had the same philosophy we did, that passenger service was a real public relations tool; and if you are going to have passenger service, you have got to run a good service or it becomes a negative tool, as some railroads in the East, and in the West also, found out.

"Santa Fe kept going right to the bitter end with good service," he continued. "I am afraid the railroads have suffered seriously, without a lot of them realizing it, since that time by having almost no communication with the public, except the negative ones of stalling people at grade crossings for long trains to pass and derailments of trains causing evacuation of small towns, and that kind of thing.

"When you lose your touch with the public, all your campaigns, for whatever you are trying to get, legislatively or anything else, don't have much impact because there is very little political appeal to help the railroads. That's where they have suffered.

"I don't think the average person on the street today has any concept of what the railroads are all about. The only comments I ever hear from my friends are, 'Why don't you have wonderful trains like they have in France, Germany, and Japan.' They think the railroads literally have gone, because they don't see passenger trains and they don't ride them, whereas as a matter of fact, many railroads are doing very well, having much heavier freight traffic than we ever had before deregulation."

But Santa Fe didn't have much choice about getting out of the passenger business. "We had a special group headed by Jack Barriger study it. I remember the meeting we had, projecting the losses. On a fully apportioned basis in 1969—the year for which you calculated your payments to Amtrak—I think we lost $42 million on passenger trains. That was projected upwards for the next few years to around $80 or $90 million a year, which could have wiped out our entire corporate net income. That was not the crowning blow. The thing that really clinched the decision to get out was the fact that even though we had the newest fleet of cars in the country, and certainly the best conditioned cars, we were faced with replacements of many trains in the next five to six years. When you look at the capital cost of buying new cars, I just knew that no board of directors would approve something that produced nothing but red figures.

JOHN SHEDD REED COLLECTION

As a teenager, Reed and friends took the body off a Stanley Steamer, turned it into a locomotive on rubber tires, and drove it on the highway between Lake Forest, Illinois, and Kansas City. The fire tube boiler generated steam at 600 psi from gasoline or kerosene.

"It irritates me that people think we sold out to Amtrak, which is a joke, because our 1971 annual report showed that we took a charge of about $65 million for getting out of the passenger business. That's $21 million—half of the $42 million—direct cash cost. The other two elements were writing off the loss of equipment value and labor protection cost. Whereas a company in almost any other industry that I can think of can get out of a losing business by just saying 'We are going to get out,' the railroads were prevented from doing that, being a regulated industry."

Santa Fe promotion of intermodal freight was a positive note. "By the time I got to be superintendent of the Missouri Division in the early 1950s, we had built small loading ramps at major stations. Thereafter, we promoted it for all it was worth, because we felt that's where so much of the business was going to be, the main problem being the profitability of it. All you had to do was look out on the highway to see where the business was. We figured if we could get 10 percent of it, we would be swamped. So from that time on, we did our best to promote the fast intermodal service.

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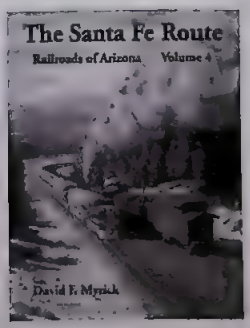

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"It's a pretty low margin business. I'm not privy to those figures now, but when you are competing directly with the trucks, you are going to be down in a pretty low margin of profit. We tried to develop the concept of fast, almost express type service.

"When we ran the *Super C* train, we advertised it as the world's fastest freight train. The original concept, which we thought we had worked out with the New York Central, was to operate it on about a 60-hour schedule from New York to Los Angeles several days a week. We hoped to attract the premium business going from Manhattan to Hollywood, which is a tremendous amount on weekends with fashions and all that kind of thing. The eastbound train was to carry expensive perishables. David Gunn for the Santa Fe and James McClellan for the NYC worked out details. It fell through when the NYC's top management decided against going ahead.

"So we did it on our own out of Chicago, hoping to catch some of the traffic from the Midwest, driving on tires to Chicago and putting it on a train. It never was very successful because of our problems with rates and the inability at that time to make contracts. New mail traffic kept the *Super C* going, and it became a successor to our old fast mail trains No. 7 and No. 8, except that it was much faster. It was on a 40-hour schedule, comparable to the *Super Chief*. We used to make it in about 38 hours. We had no illusions about the profitability of that train. It was a symbol, and it caused a great improvement in morale on the railroad. People were very proud of it."

For the *Super C's* first trip, January 17-18, 1968, Santa Fe attached three or more business cars for media guests. "We of course risked poor publicity had the run not gone well, and I'm a little surprised we did it, in retrospect. We ran that train at passenger train speeds. We had checked the stopping distances to be sure that we could do it safely. We got out there in 34 hours, 35 minutes." Reed personally signed certificates, "*Super C*, World's Fastest Freight Train," for reporters on board.

"So I would say one of our accomplishments was leading the way on fast intermodal service. That's grown, so that today on our transcontinental main line you will see just a few conventional freight trains a day; everything else is containers or vans."

Safety was another accomplishment. "Larry Cena, vice president-operations, and I used to go out and make trips on the railroad. Every time we would come to a section gang or a signal gang, we'd hold a little safety meeting. It paid off, because we won the Harriman gold medal four years in a row."

Coal and sulphur traffic also contributed to the bottom line.

"We tried for two to three years to build a railroad from roughly the Gallup area to the northern part of New Mexico, where there is a tremendous amount of coal. We had great opposition from the Indians, primarily because of subsidized legal service they were entitled to. A couple of so-called plaintiff's lawyers out there made a living off us just by opposing the thing. We finally did get approval to build the railroad, but by that time we had decided on a new direction and built a line to a place called Lee Ranch, which has a big coal deposit that became very productive."

Earlier, the Santa Fe developed the York Canyon area, north of Raton, New Mexico. "That was done under Ernie Marsh's regime. That has been very successful. Kaiser was the operator of the coal mine then. I understand we still get several trains a week going east to Wisconsin Electric, Detroit, and other places. It's a very good quality coal, with higher BTUs than the Powder River coal.

"The first York Canyon coal was used for making coke. It was transported on what I believe was the country's longest and fastest coal schedule to Kaiser, California, near Pasadena. Beginning in 1966 it made the round trip in 96 hours with an 84-car train.

"Subsequently most of our coal traffic was from the Powder River area, hauled in conjunction with the Burlington Northern, particularly to Smithers Lake in the Houston area for Houston Light and Power. There are a number of other power plant customers in the Southwest."

Fast freight service has been a Santa Fe strong point for years. "At one point back in Mr. Gurley's time, we had a special train for hauling potatoes to Chicago from Bakersfield on a 63-hour schedule. This was when potatoes were the big spring crop. Right after the war, I spent two years in Chicago with the Santa Fe. I used to go out with Don Baumgartner, our superintendent of transportation, to check on the potatoes. At two little stations north of Bakersfield, Shafter and Wasco, we literally would load 500-600 cars a night in each town. A tremendous operation, with road switch engines at each place. Some of it now goes by refrigerated trailer. But I guess the trucks got most of it. The profitability had something to do with it. We went to mechanical refrigerated cars at about that time [1950s], to get rid

TWO PHOTOS: JOHN SHEDD REED COLLECTION

**Reed learned about railroading in summer 1940 as a member of the crew of Santa Fe's only rail detector. No. 9159 was converted from an old Buda inspection car.**

of the expensive icing stations all along the road. But I don't think the mechanical refrigerator was as great a success as we thought it was going to be. It had occasional failures, and one of those failures cost a mint of money."

Another item was sulphur. "We built a 20-mile spur south of Carlsbad for Texas Gulf Sulphur. We ran unit trains of molten sulphur to Galveston. That has lasted for about 30 years, and they are probably about now running out of sulphur. That is the kind of thing we tried to develop."

Automobile traffic was a Santa Fe success story. "In 1959, Santa Fe built the first trilevel auto car. We used to run extremely fast auto parts trains, particularly for the Ford assembly plant at Pico Rivera near Los Angeles. It amuses me when you hear so much today about 'just in time' inventory control. I never was aware that the motor companies did not have that all along, because at least a couple times a month we'd be told we had to rush a car or a series of cars out to California or later to General Motors in Oklahoma City or 'we are going to be shut down.' We called them 'shut down cars,' and we would run those cars in special trains when necessary. I suppose some would say we were giving preferential service, but you had to do it if you were going to keep your customers, and we saved their necks many times. I don't know what kind of inventory planning they had in those days, but they sure didn't have much backup."

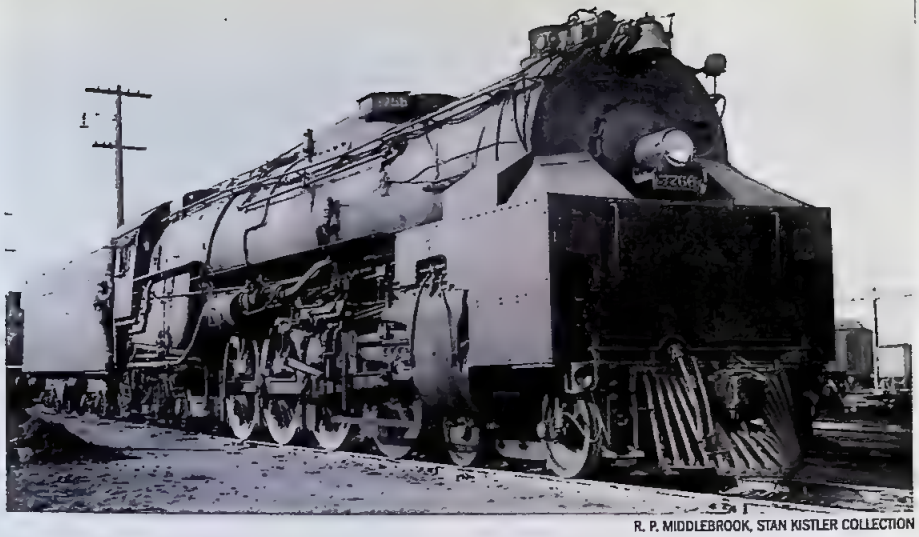
Reed regrets not being more aggressive about mergers.

"That was our biggest failure, and I will tell you why. We were so pessimistic about the success of merger proposals, based on our past experience, that I at least was reluctant to take on the one we could have done with Missouri Pacific.

"In 1955, the first job Mr. Gurley gave me when I got back here from Missouri was to spend three to four days scouting the Toledo, Peoria & Western. I don't know why he sent me, rather than someone with more engineering experience. But I knew enough about it to give him a pretty good report. That started in January 1955. Because of the delay by the Interstate Commerce Commission and court proceedings, it was almost four years before we got 50 percent control of the TP&W. Ben Heineman, then of the Minneapolis & St. Louis, was our antagonist; he took it to court, and appealed it to the federal court and then to the supreme court. This wasn't very encouraging, four years to acquire a 234-mile railroad.

"Then we had this god-awful battle with the Southern Pacific in 1961 over the Western Pacific. This was something which they started. They announced that they had bought 10 percent of the stock, and we reacted immediately and bought 20 percent. Other railroads also acquired positions. We won the examiner's decision completely: He recommended WP go to the Santa Fe; then the ICC decision got completely politicized. The governor of Utah intervened. And the ICC turned both of us down. The thing took so long and was so full of politics, it had a negative effect on the railroad. We had so many people working on this that things were swept under the rug. It took us a long time to recover. I don't mean anything dangerous, but ordinary business did suffer.

Santa Fe had an opportunity to merge with the Missouri Pacific in the late 1970s after MP got rid of its famous B bonds. "With the instant opposition we had in the WP case from the UP and some other railroads, and considering the notorious delays in the Rock Island, it seemed to me that if we tried to merge with the Missouri



R. P. MIDDLEBROOK, STAN KISTLER COLLECTION

Santa Fe 3766 stands at Los Angeles with a "doghouse" on the front for performance testing on May 26, 1938. Reed rode in the house of No. 3754, taking measurements for test reports.

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The *Super C*, headed by bicentennial unit 5700, rolls through the Joliet, Illinois, Union Station in April 1975.

MICHAEL W. BLASZAK

Pacific we would have had horrendous problems including those with the Rio Grande and Western Pacific because of their interest in the Pueblo and Denver gateways. We just decided we didn't want to do it. I suppose that if we had been more politically inclined we might have made it go and it would have been a very effective merger. But we didn't."

A later attempted merger between Santa Fe and Southern Pacific Railway didn't happen, either.

"We tried that twice. In 1980, we announced we were going to merge with them. That lasted about four months. It never was consummated. I turned that over to John Schmidt, a very effective negotiator. He finally threw up his hands, said he couldn't work things out with the SP. Within a few months after I retired in 1983, Schmidt (my successor) went back and did work out terms with the SP Company, the holding company. So there was a merger between Santa Fe Industries and its SP counterpart.

"But of course the two railroads were something else, because they could not be merged until they got ICC approval. After three years, the ICC said no. We asked that they reconsider. About the first thing I did after Schmidt left the company was to receive their ruling. In June of 1987 they again said no. They said there would be a loss of competition between Los Angeles, southern California, and Houston. The fact of the matter was that something like 8 percent of the total traffic moved by the two railroads. We felt the turndown was not justified by the realities of the situation.

"I had stayed on as a board member. After John Schmidt left, the board asked me against my will to come back to hold things together until they decided who they wanted to get as president. I was chairman for a year, and it took three months or so before we decided to appoint Rob Krebs as president of the company. We went through the ritual of having an expensive headhunter analyze the candidates. They confirmed our view and also recommended Krebs. The choice was a good one. Rob is a very high-capacity, dynamic fellow, and he has done a great job."

One of the least satisfying things was trying to implement an electronic data system on the railroad.

"I didn't personally understand much about it. Still don't. Our people kept saying, 'What do you want from the system?' I kept asking, 'What can you do?' I kept telling them the main thing I would like to see every morning was a report card on service. Of all the cars—not trains—we handled to the West Coast, how many were on time, how many were late, and so on. And even today, that is an impossible task unless the cars originate on our line. If you know a car from Chicago is due out West at a certain time, that is pretty easy.

## Santa Fe's Giants of the Rails

By Charles H. Kerrigan

With white flags flying and its stack exhaust booming, Extra 2906 West hurls into the arc of a high-speed superelevated curve at Zarah, Kansas, on the crisp morning of November 27, 1946. This symphony of action began about 15 miles ago, when 2906, a giant of a 4-8-4, eased its train of priority freight out onto the main line adjacent to Santa Fe's huge Argentine Yard sprawling at the western edge of Kansas City. For the next 21 hours, this giant of the rails will chew up 640 miles of high iron slicing through Kansas, Oklahoma, Texas, and a pinch of New Mexico. There, at Clovis, one of Santa Fe's enormous 5011-class 2-10-4s will take over the headend task.

The 2900s' primary stomping ground was the Kansas City to Clovis territory. Assigned to the fast freight power pool, they worked this service with a tonnage rating of 4,000 tons. That means highballing 80 to 90 loaded cars. Later in time, and due to the unrelenting encroachment of the expanding diesel fleet, the western turnaround point for the 2900s was backed up to Waynoka, Oklahoma, a point about halfway through the Kansas City–Clovis run.

The 2906 had 29 stable mates, all born at Baldwin during the war years of 1943-1944, and each weighing in at 255 tons—the heaviest 4-8-4s ever built. These locomotives were built to the same blueprints from which Baldwin produced the highly successful Santa Fe 3775-class 4-8-4s in 1941. But with War Production Board restrictions on using lightweight materials, each 2900 gained 13,000 pounds. The mammoth rectangular tender rode on two four-axle Buckeye trucks and weighed 232 tons fully loaded with fuel oil and water. The dimension from pilot point to tender coupler is 120 feet, 55 of them belonging to the tender. Men that ran the 2900s spoke of them in high praise. With 300 psi boiler pressure and 80-inch drivers, they steamed well and rode like a Pullman.

In August 1955, two 2900s ended steam's finest hour of highballing mainline freight on Santa Fe. For a few months thereafter, they functioned only in helper service, aiding the blue and yellow diesels that replaced them.

Six locomotives are preserved: 2903, Union, Illinois; 2912, Pueblo, Colorado; 2913, Fort Madison, Iowa; 2921, Modesto, California; 2925, Sacramento, California; and 2926, Albuquerque, New Mexico.

For all the other traffic from the East, say from some town in Ohio, nobody knew the schedule or the commitment. So that part of the data system to me always has been a disappointment. They are much better off now, and they have modern systems of programming empty car movements, which we did not have."

Reed was impressed with improvements he saw during a trip from Chicago to San Francisco in July 1998. When he was an executive, the railroad started to double-track a bottleneck, which always had been a bottleneck, from Clovis to Belen. "We double-tracked the line from Mountainair to a place call Scholle, which helped; that had been the beginning of a program BNSF has progressed in 1998. They have it pretty well double-tracked most of the way to Belen, except for the part through the Abo Canyon, which is going to require a complete new railroad around the canyon or tunnels through a part of the canyon. That has got to come, because the traffic has gotten so heavy. They are running about 80 trains a day there, and that is pretty tough on a singletrack railroad. I think it must be probably almost double from my years."

Since retiring, Reed has had more time for biking, skiing, and the aquarium. "I was president of the Shedd Aquarium for 10 years. We built the oceanarium there. It has been a tremendous success. The aquarium has been for several years the number one drawing card in Chicago, ahead of the Art Institute and Museum of Science and Industry. More recently, I have been working on the Alliance Francaise, a French group here. We built a new building on Chicago Avenue which is very nice.

"My wife and I have gone to France every year, for 20 years, on a bicycle trip. We usually do about 700 to 800 miles. We average about 50 miles a day with no itinerary, never know exactly where we are going. We usually have breakfast as soon as we can get it, about 8 o'clock over there, and we argue for an hour and a half as to where we are going. Then I make a call, using a Michelin guide, to a little hotel somewhere, so we have a place to land. Outside of that, it is day to day, which is part of the fun. If you have bad weather and a whole series of advance reservations, the whole thing blows up. You can never catch up on a bike. There are just so many miles you can make in a day."

In the winter Reed goes skiing, although "the hills keep getting steeper." The preferred location is Taos Ski Valley, New Mexico, an area which Santa Fe helped to promote in the early 1960s. "On the *El Capitan* we frequently handled ski club groups of 30 to 40 people on special excursions from Chicago and Los Angeles."

Railroading has been in his blood since an early age. "My grandfather, John G. Shedd, who was head of Marshall Field & Company, had a big place in Pasadena. Every winter my father would take his vacation there. We went out on the old *California Limited*; that's where I got my interest in trains and the Santa Fe.

"My grandfather had a handyman, a combination chauffeur, mechanic, and everything else. He was a wonderful guy who was my greatest friend. Every year we went out there he would build something for us. One year it was a locomotive you could get in like a handcar and run up and down the sidewalk. That started my career in locomotives. We, and I say we because I'm not a very handy artisan with tools, made two or three with little gasoline engines in them. Finally, our greatest effort was a steam locomotive to run on the highway. We bought an old Stanley Steamer, built in 1921, took the body off it, made a locomotive out of it. That was quite famous around here. The engine exhausted through the stack like a real locomotive instead of through a condenser (radiator), like the Steamer did. On a cool night, we would run it down the highway in Lake Forest where we lived. People practically jumped off the highway. They didn't know what was coming at them. When I was 15, we ran it to Kansas City and back. You didn't need any driver's license in those days. You could drive when you were 15 if you had somebody with you.

"Meanwhile, I was taking a correspondence course in how to run a locomotive. My family as a birthday present bought me an ICS correspondence course. I followed that intimately. I still have all the books and all that. I used to go to Waukegan for practical things, snooping around the EJ&E roundhouse and looking at things I had been studying in the course. I had already developed a great friend in California who was an engineer on the Southern Pacific. My father died when I was 12. My mother took us out there for a couple of months. We lived right by the Southern Pacific tracks at Montecito. This fellow's name was Jones, known as Casey, of course. Every morning he would get on the local freight, have to go into the siding at Montecito for the *Daylight*. He would let me play around with the locomotive, blow the whistle. He became a great friend, in fact, he and his wife visited us in Chicago during the World's Fair of 1933. When Casey retired he was running the *Daylight*."

If starting over, would Reed consider a lifetime in the railroad industry? "I never had any other idea in mind. I started my career about the age of one, I am told."

*John Gruber* ◇

MICHEAL W. BLASZAK

The *Super C* passes the frame depot at Willow Springs, Illinois, near the beginning of its fast, westbound journey in November 1975. The site today is a huge intermodal terminal.

# Tail Hoses

BY ROBERT A. JANZ

Tail hoses were once an essential railroad operating tool used by train service employees. Their use is no longer as common as in years past because of the decline of through passenger service, the advent of push-pull commuter operation, and the use of radios.

On the Chicago & North Western the tail hose was a five-foot length of rubber air hose stock fitted with a valve at one end and a standard brake pipe connector at the other. A hook at the valve end allowed it to be hung on a tailgate or a grab iron on the side of a car. When the hose was connected to the brake pipe of a train or cut of cars, the brakes could be applied at service or emergency rates. By opening the valve, air pressure was exhausted from the brake pipe, thereby applying the brakes just as effectively as from a locomotive. The brakes, once applied, released when the valve was closed. A warning whistle was incorporated into the valve.

The purpose of the tail hose was to control the brakes in backup movements and for switching equipment in depots with a greater degree of safety than hand signals could provide. Some cars, such as observations and private cars, and all cabooses were fitted with permanent backup valves on the platforms.

Each railroad had its own idea of how a tail hose should be made. The best of the lot in my opinion was a cast brass version manufactured by the Sherburne Company of Boston. It was designed to be operated with one hand, a desirable feature for railroaders hanging from the side of a car during switching movements. A whistle, operated by a button on the side, was incorporated into the handle of this particular valve.

Many roads did not purchase the Sherburne valve, preferring instead to manufacture their own out of a number of pipe fittings and valves from a hardware store, which reminded me of an apprentice plumber's homework project. Still, somehow the Sherburne valves often found their way into the possession of men on other railroads by what was known in the military as "moonlight requisitions."

The Burlington Route had an arrangement that incorporated a curved piece of pipe serving both as a brake pipe exhaust and a hook. This I've heard called both a "monkey tail" and a "squirrel tail." Some I've seen had complicated arrangements of fittings with a separate valve for the brake pipe and another for a whistle.

On C&NW they were a standard homemade design made of pipe fittings and one valve. The whistle was sounded by covering the brake pipe exhaust with one hand while the valve was held open slightly. These tail hoses were used by suburban trainmen, switchmen, and backup men making movements in and out of the Chicago Passenger Terminal. Except for suburban trainmen backing their trains in the terminal area and outlying points, all other movements between the depot and California Avenue coach yard, Erie Street coach yard, and the streamliner ramp were handled by switch engine crews and backup men.

Backup men were specially qualified and worked alone with various road engine crews during their tours of duty piloting trains and engines. They worked their trains in reverse, guiding them through the various interlocking plants back and forth between the depot, California Avenue coach yard, and the streamliner ramp. Each backup man and switchman had his personal tail hose, either standard issue or a Sherburne valve, which was cared for and stowed away in his locker when not in use.

Rolling stock used in passenger service was fitted with a communicating signal system which, when connected to a road locomotive, provided for audible coded signals that could be transmitted to the operating cab.

**Communicating Signals**
Two Short: Proceed
Three Short: Back up
Four Short: When standing—apply or release air brakes
One Long: Shut off power

Through trains arriving in Chicago generally had a great deal of headend traffic consisting of both mail and express. During most of the day, incoming cars of mail could be unloaded in the depot, but as the morning rush hour developed, track space was at a premium. There was little time then to unload the mail, so some trains were backed out of the depot by a backup man, while others were pulled out by switch engines and routed to the Railway Express Agency building known as the North Western Express Terminal (NWXT), located at Halsted street.

Trains that were backed out by a backup man would stop at the NWXT and set out the mail and express. The loads of mail were held there temporarily, and the express was spotted in the house for unloading. The passenger equipment then continued to the coach yard. Later, when time permitted, the mail was backed over to the depot by the express house switchmen controlling the movement with a tail hose.

Many of the men were so skillful with the tail hose that they could spot equipment or a train on a white line on the depot platform 10 feet from the bumping post using a service brake application. Others relied on using an emergency application to make what was called "a grandstand stop." Officials that haunted the depot frowned on the practice, predicting doom and gloom. Some said "gonna flatten them wheels," while the most popular was "gonna slide into the post one of these days."

Several switch engine crews from the coach yards during day, afternoon, and midnight hours tail hosed trains or parts

of trains to the depot. A depot switch engine worked three shifts setting over trains, doing routine switching, and handling mail cars, often occupied by postal clerks sorting mail. The express house engine, also working around the clock, brought over Railway Express Agency cars, many of them occupied by messengers. All these crews used tail hoses to perform their tasks.

As the evening rush hour was winding down, through trains were shoved into the depot and spotted at the bumping post, then a cut would be made, and the head portion would pull forward clear of Lake Street interlocking beyond bridge "A," the first signal bridge north of the depot, so another portion could be set in place by one of the switch engines. During these operations, the backup men and the switchmen worked hand in hand making up the various trains. Each had his piece of the action which, when done, fit in with the next step.

For example, a backup man or a switch engine would shove a train in from the coach yard. When the train was spotted, the road units would be cut off and sent out to clear the interlocking. A switch engine would then shove mail cars onto those standing and couple them on. Then another switch engine would shove the express cars in and couple them onto the waiting cars. All these movements were made with a tail hose controlling the brakes. When couplings were to be made, the movement was stopped short and completed with hand signals.

Finally, when those tasks were completed, the road units were brought back onto the train and coupled on. The car inspectors, meanwhile, had been coupling air, signal, and steam hoses at all the points where couplings had been made. When the road units were finally recoupled and the brake pipe charged, a brake test was made. Each car in the consist was checked for proper operation. Even though the cars had been tested earlier, this final test assured that the brakes were working all the way through the train.

Training to qualify for service as a backup man consisted of two days of instruction, one on trains with a regular man and one on interlocking, block signals, and procedures with the backup supervisor. Experience on switch engines handling trains with a tail hose was essential and made it easy to adapt to working alone

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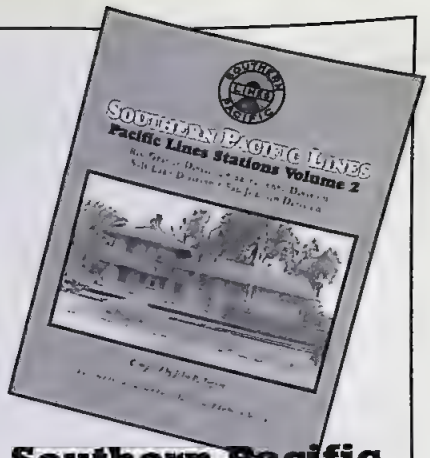


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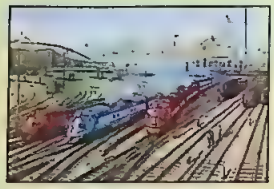

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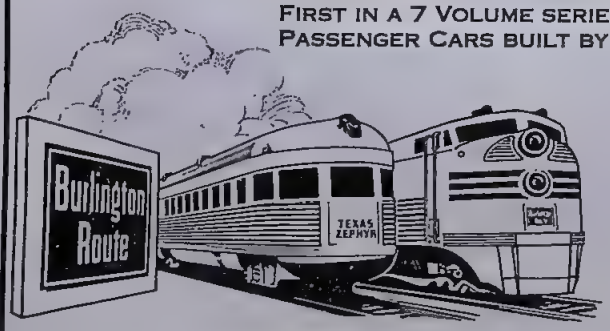


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rather than in a crew of three switchmen.

During the mid-1950s, I qualified for backup service and worked piloting trains between the California Avenue coach yard and the Chicago Passenger Terminal for several years. My first day of instruction was with the patriarch of backup men, Johnny Gutson, one of the most senior men on the Division, with a seniority date in 1920. He was most thorough with his questions regarding my knowledge of operation. During the day he had me do the work, and he was totally satisfied that I could perform the duties as required. We handled four trains that day, two out to the coach yard and two back to the depot.

The procedure for getting a train ready for service at the coach yard after the motive power was tied on was to test the brakes from both ends. First they were applied from the engine and checked by the backup man together with the car foreman, or a car inspector, by walking the length of the train. When they reached the rear, the brakes were released, and the tail hose was attached and tested by making an emergency application. The brakes were once again released, and the inspection team returned to the head end, checking to see that all had released. If everything had functioned properly, the train was ready for service and could depart. Once under way, the engineer made a running brake test going forward, and the backup man made another running test using the tail hose when the train began to back up.

One of the trains we handled that day was the *400*, the pride of the line. It was an all-streamlined train of lightweight equipment fitted with electro-pneumatic brakes as well as standard air brakes. There were two trainsets for the *400*, and they were the only ones with electric brake equipment that could be operated by the


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backup man. Because I was unfamiliar with this feature, Mr. Gutson instructed me on its operation and had me handle the train all the way to the depot.

The hind car was a blind-end observation that was fitted with a backup valve and communicating signal valve in a cabinet located at the end of the observation solarium. The brake valve was similar in size and operation to the independent brake valve of a locomotive. Its electric brake system positions were: running/release, slow service, quick service, and emergency. There were also identical positions for air brakes, which were used when the electric brake was not available.

The electro-pneumatic brake equipment was far superior to standard equipment on other passenger cars. With the electro-pneumatic brake system in operation, a five second reduction of brake pipe pressure produced an instantaneous brake application of 12 ½ pounds in each brake cylinder throughout the entire train of 10 cars. In contrast, with ordinary equipment the same results would take considerably longer and would not occur simultaneously throughout the entire train.

Following the day with Mr. Gutson, I spent the next day with Leon Short, the backup supervisor, who questioned me on signals and interlocking operation. He took me for a walk out to the Lake Street interlocking plant at the north end of the depot, where he questioned me on switch positions and their relationship to various routes through the six-track approaches into the 16-track station.

At the end of the day, he advised the crew caller's office that I was qualified for service. Because there were no other extra men available, I was assigned for the next two weeks to backup service on Mr. Gutson's job, who was going on vacation.

That meant I would be handling the *400* on my very first day! I had jitters of course, but being young and full of confidence, I assured myself I was equal to the task. That first morning, the old-timers kidded me and offered friendly advice, which I gladly accepted. I handled my first train and then met the units for the *400* at Sacramento Boulevard at the west end of California Avenue coach yard. We pulled up to the train, coupled on, and with the car foreman made the necessary brake tests and left the yard.

To reach the main line, the train headed west to clear the Kedzie Avenue interlocking plant, where a route was established to the depot, four miles east. Besides Kedzie interlocking, there were four more interlockings to pass through en route. At Western Avenue the Milwaukee Road and its approaches to Chicago Union Station intersected the C&NW. Beyond that was Noble Street, where the old original ground level main line to the earlier depots at Kinzie Street and Wells Street and the line under the Merchandise Mart to Navy Pier joined the main line. A mile further was Clinton Street, where four tracks of the Wisconsin Division and four tracks of the Galena Division converged into six tracks. Finally came Lake Street, where the six tracks became 16 platform tracks of the Chicago Passenger Terminal train shed.

During the next two weeks, I handled the *400* backing up to the post under the watchful eye of Les Bean, the superintendent of the Chicago Passenger Terminal Division. He and a number of officials were always on hand to see that the train was safely berthed so they could relax for the rest of the day.

Operating employees had to be constantly alert as they approached interlocking plants, since often there were trains just ahead out of sight around a curve or hidden by an adjacent movement, especially at Clinton and Lake Streets. When a train was ahead, the interlocking signal would display the "call-on" signal—a red over red over yellow aspect indicating "proceed at restricted speed." The definition of restricted speed in C&NW's 1953 Rule Book is "Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail, but not exceeding 20 mph."

During busy periods, the call on signal would be used to advance traffic, allowing one train to close up one behind the other, rather than stand at a red, stop signal waiting for the track ahead to be clear. Likewise, block signals would display a stop and proceed indication for the same purpose. Typically there would be several trains at a time during the evening rush hour backing in or out of the depot while several trains were either arriving or leaving.

Today's method of operation has changed considerably, and the tail hose, once a common operating tool, has all but disappeared from the scene along with the legions of backup men and switchmen who used them. ◇

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# Melody of Meals

BY RALPH D. PIERCE

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In the great American tradition of passenger train travel, dining car chimes were used to call patrons to dinner in the diner.

Things change over the years; we call this progress. Some of us traditionalists have problems with these changes, for we can not rationalize all the changes as for the better.

When taking your lunch break, do you really enjoy having to rush to some fast food eatery, pushing your way through the lines, and then gobbling down that flat tasting sandwich? Sitting on those wonderful form fitting plastic "chairs" with your sandwich looking up at you from a crumpled paper wrapper? That is what dining has "progressed" to: time-sensitive eating. In the 1950s we thought TV Dinners were our savior, giving us less kitchen time and more television and fun time. Wasn't it tremendous to fly through the air and partake of lukewarm cuisine served to you with those cute miniature table settings? The 1960s brought the fast food craze, and it's never ending: We got it cheaper and faster. The 1970s brought the food courts in the malls, and the 1980s gave us all the "upgrade" sit down chains. We have become a society of fork-less diners, people who eat just because it is time to eat, breakfast, lunch, and dinner. Eating out is the thing to do: It saves time, makes less work, gets you out of the house, lets you socialize. Let's look at this last one: lets you socialize. This is what dining out is really supposed to be all about; but we have lost this, and oh! the shame.

Whether it was centuries or decades ago, when man rested to fulfill himself and there was more than one person around, he ate in groups. We are a social animal, be we European, African, Asian, or what have you of descent. Eating was a time of rest, nourishment, and communication. As we ate, we discussed—our family problems, our work, and what was going to happen. We took time to relax and enjoy the company of others. Time was set aside to provide for the camaraderie needed to enhance ones life. While visiting Europe a few years back, I noticed while dining that people were socializing. Dinner was not a mere stuff-your-tummy-and-move-on. People were spending several hours dining. These people were enjoying the company of others, learning, listening, and having a wonderful time. They had been able to retain part of that tradition that allowed them to enjoy life a little more.

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and new inventions to make our way of life "better." As railroads expanded and our time spent traveling became greater, we needed to have food available to us on these trips. At first railroads used the candy butcher to provide food and refreshments. Longer rail routes meant more time on the trains, along with the travelers' needs for additional, more complete meals. Stops were arranged so that passengers could detrain and enjoy full meal breaks, which eventually led to the Harvey-style meal stops. Passenger demands for faster service to destinations put pressure on the railroads to reduce travel time. If the railroads could eliminate meal stops, a tremendous amount of time could be saved on travel time. The dining car was born.

Here was a way to keep the traveler content, happy, and nourished. Dining en route, the passenger could now travel safely, quickly, and satisfied. Traditions had been changed, but for the better.

Remember, in the latter 19th century and much of the 20th century, rail travel was not just a means of transport but an adventure as well. The railroad's job in attracting customers was to make its road more appealing then the competitor's railroad. Faster trains, more modern trains, and any type of innovation that could add to a traveler's comfort were made available. Food was high on the list of priorities for a passenger's comfort. Give travelers the best experience they could have, and you would not only have return customers, but also the greatest advertisers money could buy.

Dining cars were outfitted to present the best the railroads could offer: table linens, china, metal flatware, flowers, silver, and crystal. Diners became elegance on wheels, with menus and food to impress the pallet of the most discriminating connoisseur. Now that some of the finest eateries of the times were available to the railroads' customers, these customers needed to be told.

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instruments when struck produced a pleasing set of tones to notify passengers of the opening of the dining car. With rubber-tipped mallet in hand, the dining car attendant would walk through the train, striking the chimes as he traveled the cars. The set of chimes pictured fit into a time period of railroad diners when electronics were making inroads. This type of chime set, instead of being carried through the cars, was hung in the dining car next to the public address system, and diner service was announced by sending the chimes' tones through the cars by means of loudspeakers. With the advent of the public address system, some traditions were lost, but since the use of the chimes and their music continued, that tradition of sound creating mental images of elegant dining on the rails continued.

The dining car chimes are a fairly rare item to collect as railroad memorabilia goes. The chime not only helps us to have a more complete collection, but it is also one of those railroad items that gives our collection a touch of uniqueness. You can use this collectible item to call your dinner party guests to the table by striking those mellow tones. It's a great conversation starter and a perfect way to introduce your railroadiana collection to your guests. Since we have a habit of collecting items that require us to accumulate masses of materials, it is refreshing to be able to find individual items which are powerful enough to stand on their own. Railroad artwork, that special lantern, that long neck oil can over the fireplace, and now the dining car chimes fit into that category.

Remember while you are out there looking for that timetable you need, or maybe those tie date nails: Keep your eyes open for special railroad antiques that help complete your collection and preserve the past. Dinner aboard the diner was and is a great and wonderful experience, and the tones of the dining car chimes touch the memories of our past. ◇


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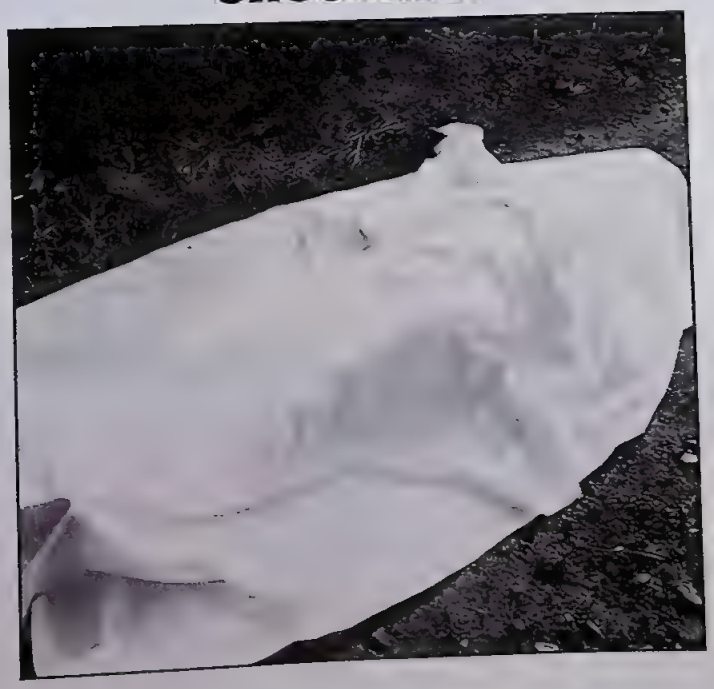

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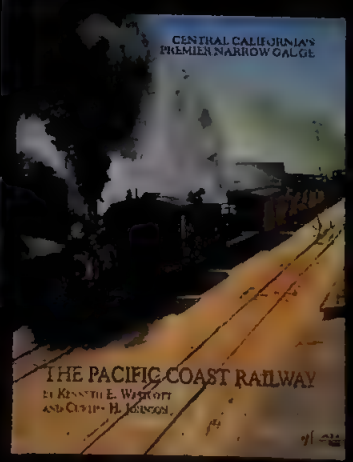


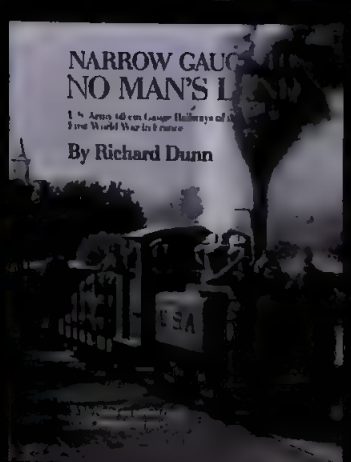


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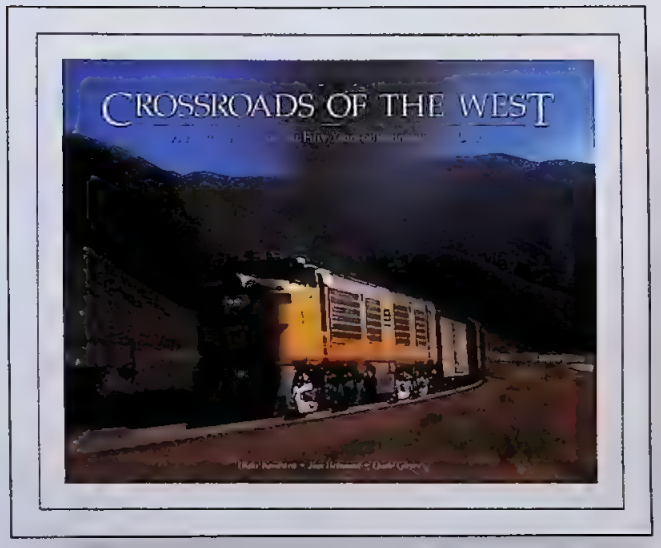
# Crossroads of the West, War Trains

BY BRIAN JENNISON

## Books




CROSSROADS OF THE WEST: A PHOTOGRAPHIC LOOK AT FIFTY YEARS OF RAILROADING IN UTAH by Blair Kooistra, Jim Belmont, and Dave Gayer; Pentrex Publishing; 1998; 160 pp.; hardbound; available from the publisher at P.O. Box 94911, Pasadena, CA 91109-4911; 1-800-950-9333; Item B929; $49.95 plus $4 shipping; California residents add 8.25 percent sales tax. The authors have produced a handsome volume featuring some of their own work, as well as that of three dozen other western photographers. From UP steam operations in Echo Canyon to the massive Kennecott Copper pit at Bingham Canyon, from the Heber Creeper to the Bamberger interurban lines, from the Great Salt Lake to the desert at Solitude, CROSSROADS OF THE WEST presents the diversity that is railroading in Utah.

There are some beautiful images here, but CROSSROADS OF THE WEST is not simply a photo book. Thoroughly researched and well-written, the book provides a history of rail operations in the Beehive State. There are nine excellent maps, a bibliography, and a place name index. This reviewer's only complaint is that a number of the photographs have printed too dark, taking away from their impact. Nevertheless, there are enough well-printed photos to recommend CROSSROADS OF THE WEST to railfan photographers and western railroad historians alike.

WHERE RAILS MEET THE SEA: AMERICA'S CONNECTIONS BETWEEN SHIPS & TRAINS by Michael Krieger; MetroBooks; 1998; 176 pp.; hardbound; available from the publisher at 15 West 26th St., New York, NY 10010; www.metrobooks.com; $22.98 plus shipping and tax, or through the author's web site at railsmeetsea.com. This handsome and richly illustrated book presents detailed descriptions of American railroad waterfront operations, including piers, warehouses, and ferries. Following an introduction, the author presents chapters on the East, the Great Lakes, the South, the West, and modern operations. There are some 230 illustrations, including color and black and white photos, lithos, and advertising posters.

The first chapter of WHERE RAILS MEET THE SEA features many interesting aerial views of port facilities along the Atlantic seaboard, from Portland, Maine, to New York City, as well as photographs and paintings of various railroad ferries and tugs.

The Great Lakes chapter chronicles the development of bulk coal and ore boat operations, as well as the railroad car ferries across Lake Michigan. The South discusses coal loading in Norfolk, the construction of the Overseas Railway in Florida and the booming Caribbean trade. The West features a terrific selection of photographs of early coastal operations in Southern California, as well as some nice color photographs of the ferries and railway tugboat operations on San Francisco Bay. The SP ferries between Port Costa and Benicia are featured as well, and there is extensive coverage of coastal shipping. Rail to ship operations in Oregon, Washington, and Alaska round out this chapter. There is a limited discussion of modern container shipping, a thorough bibliography, and an index. Anyone with an interest in how rails and ships interfaced from the earliest times will find WHERE RAILS MEET THE SEA an interesting and well-written history of the subject.

LEHIGH VALLEY MEMORIES by David Marcham (edited by John Marcham); DeWitt Historical Society; 1998; 88 pp.; softbound; available from the publisher at 401 East State St., Ithaca, NY 14850; dhs@lakenet.org; $19.95 plus $3 shipping; New York residents add sales tax. Subtitled A TOUR OF THE LEHIGH VALLEY RAILROAD IN NEW YORK'S FINGER LAKES REGION, 1941-1959, LEHIGH VALLEY MEMORIES presents the reminiscences and photographs of a professional railroader who grew up in Ithaca and railfanned the Lehigh Valley during the steam to diesel transition years. The book boasts 107

black and white photos and 35 additional illustrations, including maps, timetables, and period advertisements. Reproduction is sharp and clear for the most part.

Although presented "snap shot" style, the author's photographs are excellent and diverse. Most are well-composed action scenes, as opposed to static or roster shots; lineside details such as structures and semaphores are included in the compositions, as are the men who worked on the railroad. Coverage is primarily of the lines in the Finger Lakes Region, including the passenger main line through Ithaca, the freight main, and the various branches in the area. A bibliography and index are included. LEHIGH VALLEY MEMORIES is very well done, and fans of the "Route of the Black Diamond" will want to get a copy.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RIO GRANDE IN COLOR, VOLUME 2: UTAH by James Sandrin; Morning Sun Books; 1998; 128 pp.; hardbound; available from the publisher at 9 Pheasant Lane, Scotch Plains, NJ 07076; $49.95 plus $3.50 shipping; New Jersey residents add 6 percent sales tax. Here is another "$50 slide show" from Morning Sun Books, covering the Rio Grande from Grand Junction, Colorado, to Ogden, Utah, in the diesel era. (There are a few steam photos, but the subject matter is primarily from the late 1940s to the late 1980s, so diesels predominate.) An effort was made to cover all significant stations between the two geographic endpoints; this results in uneven photo quality, with numerous "dark side" or overcast shots being presented. Interestingly, however, many of the older shots are sharper and better-lit than some of the newer stuff. There are many nice photos in RIO GRANDE IN COLOR. VOLUME 2, including some gems by D&RGW civil engineer J. L. Ozment, but the reader has to sort through the mundane in order to find them. The author's work in particular (mostly roster shots, many of which are soft) is not up to the quality of the rest of photographers presented. A brief introduction to the western end of the D&RGW and two good maps are included. Rio Grande fans will no doubt want a copy of this book for their libraries; others may wish to thumb the book before buying.

GREAT NORTHERN RAILWAY 1945-1970 PHOTO ARCHIVE VOLUME 2 edited by Byron D. Olsen; Iconografix; 1998; 128 pp.; softbound; available from the publisher at P.O. Box 446, Hudson, WI 54016; 1-800-289-3504; $29.95 plus $3.50 shipping; Wisconsin residents add 5 percent sales tax. GN VOLUME 2 continues with a presentation of approximately 120 black and white photos of various GN subjects. While VOLUME 1 was made up entirely of GN publicity photos, VOLUME 2 consists largely of the author's photos, with some publicity photos included. Unfortunately, there are a lot of questionable photos included. This reviewer found far too many roster shots, going away shots, "dark side"

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shots, and out-and-out blurry shots. This is not one of Iconografix's better efforts.

WISCONSIN CENTRAL RAILWAY 1871-1909 PHOTO ARCHIVE edited by P. A. Letourneau; Iconografix; 1998; 128 pp.; softbound; available from the publisher; details as above. Now this is more like it! Iconografix has made a name for itself in the transportation publishing field by presenting fine-quality OLD photographs, as the title says, "from the photo archives." Here are approximately 120 crisp black and white photographs of the original Wisconsin Central (which later became part of the Soo Line before being spun off and retaking its old name once again). Most of these are "posed" photos, as was characteristic of the time in which the photographs were made. Many are of crews standing proudly in front of their locomotives. Even the WC baseball team in Fond du Lac in 1909 is pictured! If you like vintage 4-4-0s, this book is for you; this sort of work is what the "photo archives" series is all about.

ALONG THE BALTIMORE & OHIO RAILROAD FROM CUMBERLAND TO UNIONTOWN by Marci Lynn McGuinness; Arcadia Press; 1998; 128 pp.; softbound; available from the publisher at 2 Cumberland St., Charlestown, SC 29401; 1-800-313-BOOK; $16.99 plus shipping and tax; and THE FONDA, JOHNSTOWN & GLOVERSVILLE RAILROAD: SACANDAGA ROUTE TO THE ADIRONDACKS by Randy L. Decker; Arcadia Press; 1998; 128 pp.; softbound; available from the publisher as above; $18.99. Here are two recent releases in the Arcadia Press "Images of America" series. The B&O book features a remarkable collection of photos made by William Henry Jackson in 1891, showing bridges, depots, and other lineside structures west out of Cumberland, Maryland, on the B&O, as well as other period views of the towns, villages, and people who lived along the B&O in southwestern Pennsylvania around the turn of the century. These views are invaluable to B&O modelers and historians alike. THE FONDA, JOHNSTOWN & GLOVERSVILLE RAILROAD includes more traditional photographs of trains and locomotives and chronicles the steam and electric interurban operations of this bucolic short line in New York State, west of Albany. There isn't much text in either book; the images speak eloquently for themselves.

THOSE PULLMAN BLUES: AN ORAL HISTORY OF THE AFRICAN AMERICAN RAILROAD ATTENDANT by David D. Perata; 1999; 179 pp.; softcover; Madison Books, 4720 Boston Way, Lanham, MD 20706; $16.95 plus shipping. This book, originally published in a hardcover volume in 1996 by Twayne Publishers, is now available in paperback from Madison Books. Eight Pullman Company porters tell about the glamour of the railroad era and the bitter realities of being a black worker on a white railroad. The back cover of the new edition includes words of praise from Coretta Scott King; Studs Terkel; Norman Hill, president of the A. Philip Randolph Institute; and the SAN FRANCISCO EXAMINER. The author wrote "The Pullman Porter" for VINTAGE RAILS No. 6, Winter 1997, based on interviews for the book. *John Gruber*


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Burlington Lines Operating Data Sheets (reprint 1998); Burlington Route Historical Society; 250 pp.; hardbound; available from the publisher at P.O. Box 456, Dept. VR, LaGrange, IL 60525; $35 plus $4 s/h; Illinois residents add 7.75 percent sales tax. For anyone interested in how road freight trains are blocked, how connections are scheduled with a railroad's other trains and trains from other railroads, or how locals are coordinated with through freights, this reprint is extremely enlightening. The Burlington Route HS has reprinted Chicago, Burlington & Quincy's operating data sheets from 1969. Information on each train's sheet includes cutoff times for connections, traffic priority, blocking order, locations where pickups and set-outs will be made, tonnage and car limits, and a schedule. Separate sections deal with run-through service with Penn Central, Union Pacific, and Erie Lackawanna. Data sheets are also provided for trains on Burlington subsidiaries Colorado & Southern and Fort Worth & Denver, and for local service on the CB&Q. Detailed rosters of freight equipment owned or leased by C&S, FW&D, and CB&Q are provided. A locomotive roster and drag tonnage ratings for each class of locomotive finish out the book.

This reprint will be of enormous use to railroad historians, Burlington Route enthusiasts, and modelers who want to learn how things worked on the prototype. The Burlington Route HS has a number of other titles available, as well. The society's web page is www.burlingtonroute.com
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This 24" x 36" reproduction of Leslie Ragan's *The New 20th Century Limited* is available for $30 plus S/H from Poster Plus, 200 S. Michigan Ave., Chicago, IL 60604. Wholesale inquiries welcome.

## Videos

Pacific Electric: Remembering the Red Cars, Volume 2 by Catenary Video Productions; 1998; 60 minutes; available from the distributor at 22-D Hollywood Ave., HO-HO-Kus, NJ 07423; 1-800-343-5540; $42.50 plus $4 shipping; California residents add 8.25 percent sales tax. In Volume 2 of Pacific Electric, Catenary Productions presents vintage films of the Western District of Los Angeles's interurban and suburban electric railway system. The tape is narrated and features unobtrusive background music (theater organ music, appropriate to the subject!). Production values are excellent, considering the age of the original film, which was shot by eight different railroad cinematographers, then edited by Don Olsen. Lines covered in

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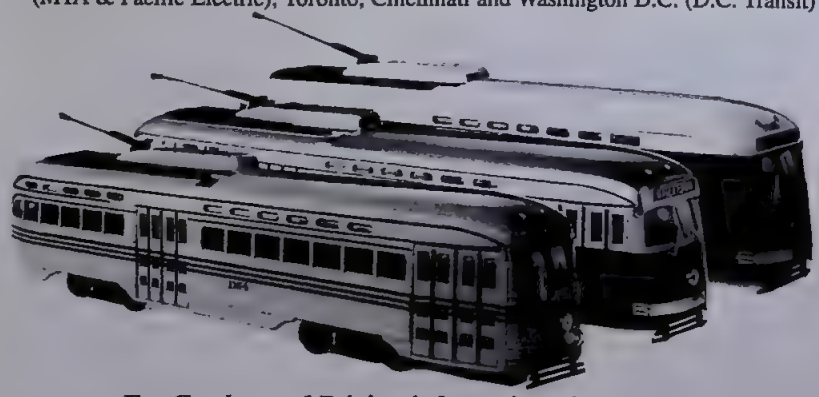

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These films are remarkable in their quality and diversity. While the tape is mostly in color, a few vintage black and white scenes are used as well. Street running is featured, including lots of action in downtown L.A. There are cab ride views and shots on the private right-of-way, too. SP train 99 makes a brief appearance behind steam, and several L.A. Railway cars are shown, as is some SP/PE freight action. Maps of each line are included, although these are complicated if you don't know the region and will require multiple rewinding to get all the details. There is some fabulous early color coverage of single-truck "Bobbers" by Art Alter, shot in Pasadena in 1938. Together with VOLUME 1, and the soon-to-be-released VOLUME 3, PACIFIC ELECTRIC: REMEMBERING THE RED CARS, VOLUME 2 is a "must have" for traction fans.

WAR TRAINS, by Galloping Pictures, Inc.; 1998; ca. three hours (three tape set); mostly black and white; available from the producer at Galloping Pictures, Inc., P.O. Box 11641, Bainbridge Island, WA 98110; $49.95 plus $6 shipping; Washington residents add $4.05 sales tax. This three tape set deals with the military's use and abuse of the railroad in wartime. Consisting primarily of actual combat footage, newsreels, and military training tapes, WAR TRAINS presents a documentary-style examination of the role of the railroad in war.

The first tape, COMBAT STRATEGIES, starts by looking at the use of the railroad by the U.S. military in the Civil War, WW I, WW II, Korea, and Vietnam. There are interesting black and white views of the military railroad which ran 40 miles between Camp Claiborne and Camp Polk in Louisiana, used for "training" by the Army Transportation Corps. Also shown are some great early color scenes of UP and D&RGW hauling gondolas of steel ship parts. This tape also shows troop trains, equipment loading operations, and some great steam locomotive action views (all with patriotic overtones!). The coverage of WW I is fascinating: Footage shows the U.S. Army assembling Baldwin 2-8-0s as the parts come off-ship in France; other clips depict early French narrow gauge railways, which were used to ferry equipment and troops to within a mile or less of the shifting front.

Tape two, SUBVERT AND DESTROY, again begins with still-photographic coverage of the Civil War but also includes color material of a heavily guarded supply train in Vietnam. Probably the most interesting materials on this tape are Army films showing how to wreck a train, all shot on the Transportation Corps Railway in Louisiana. These films also feature the Cavalry at work, destroying telegraph communications! There is good coverage of the 14" naval guns which were mounted on railway carriages in France during WW I, as well as footage of hospital trains. Some German film is included.

AIR ATTACKS, tape three, is the least interesting from a rail perspective, consisting largely of WW II and Korean War allied cockpit film of air attacks on rail targets. A little of this goes a long way, in this reviewer's opinion. About the best stuff here is film of the transport of captured German forces out of Brest, France, in 1944 following the Normandy landings. There are lots of neat pictures of funky European rolling stock in this sequence.

Although the music is a bit too dramatic and the narration occasionally overwrought, WAR TRAINS is an interesting and worthwhile set. Those railfans who are also interested in military history will need to get a copy.

BLUE RIDGE TWEETSIE: THE EAST TENNESSEE & WESTERN NORTH CAROLINA RAILROAD, produced by Charter Communications with the ET&WNC RR Historical Society; 1998; 54 minutes; color and black & white; available from the ET&WNC RR Historical Society, 131 Morningside Drive, Boone, NC 28607; $25 plus $3.50 shipping (make checks payable to: Johnny Graybeal, ET&WNC RR HS). Filmed documentary-style by Charter Communications for its local cable television series *Back Then with Richard Eller*, this tape presents a definitive look at the East Tennessee & Western North Carolina Railroad, the famous "Tweetsie." Techniques include interviews with local historians and "old heads," black and white stills, early black and white movies, and some neat early color material, plus modern video.

The program is divided into periods, starting with 1880-1905, when iron ore was first mined at Cranberry in Avery County, North Carolina, and the first narrow gauge rails were laid up into the mountains from Johnson City, Tennessee (thereby explaining the origin of the rather complicated but perfectly descriptive geographic name of the railroad). Given that the route climbed 1,500 feet up a river gorge through rugged mountains, and considering the limited resources of the backers, a 3-foot gauge made sense. The years 1905-1925 formed a period of prosperity, as the railroad filled in spindly trestles and improved its rolling stock. Rather than hauling finished iron from

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Cranberry, it started hauling ore to a smelter in Johnson City. It also bought the Linville Railway, a lumber road, which extended the Tweetsie's reach into the mountains of western North Carolina (the railroad built the last 18 miles into Boone in 1918). Then came hard times, 1925-1940, as highways made inroads and sawmills and mines shut down.

Changing times came in 1941-1950, as WW II fostered a brief revitalization of the line. Part of the railroad east out of Johnson City had been standard-gauged, and a rayon plant which made material for parachutes was running three shifts; the workers came in by train. Following the war, fortunes again declined. Throughout the 1950s attempts were made to keep at least part of the line alive, including an operation called the Shenandoah Central, which ran a mile of track on a farm in Virginia using original Tweetsie equipment (somewhat comparable to the Edaville, Massachusetts, operations that used former Maine 2-foot gauge equipment). Finally, some of the original equipment came back to Hickory, North Carolina, where it operates today as part of a theme park. This is a fun program and will interest the family as well as the fan.

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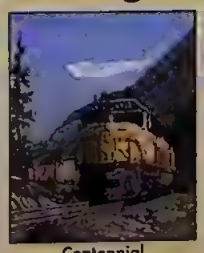
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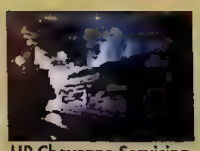
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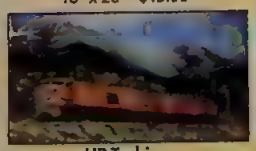
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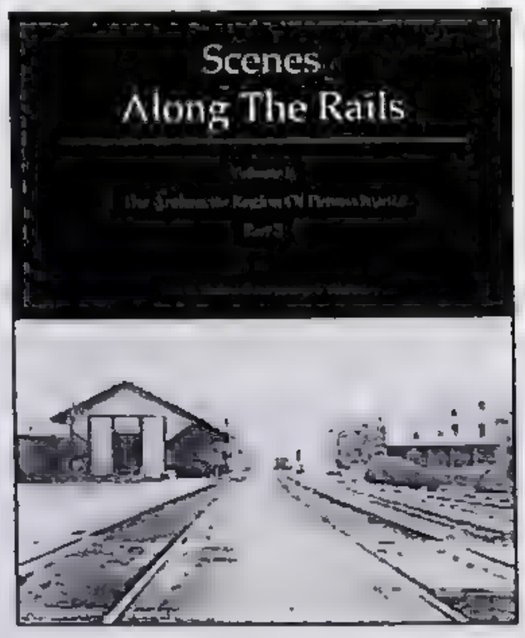


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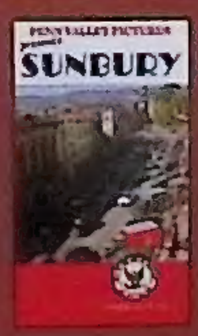


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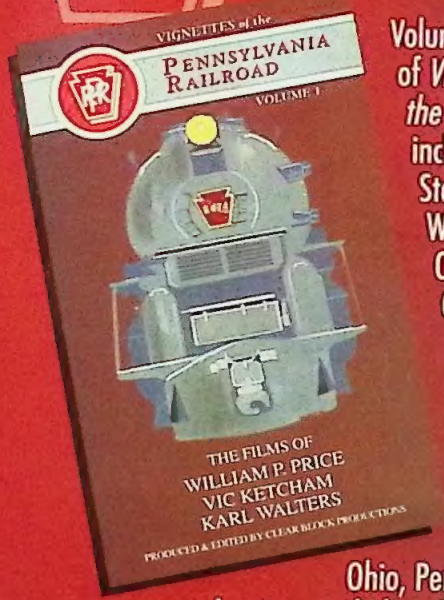


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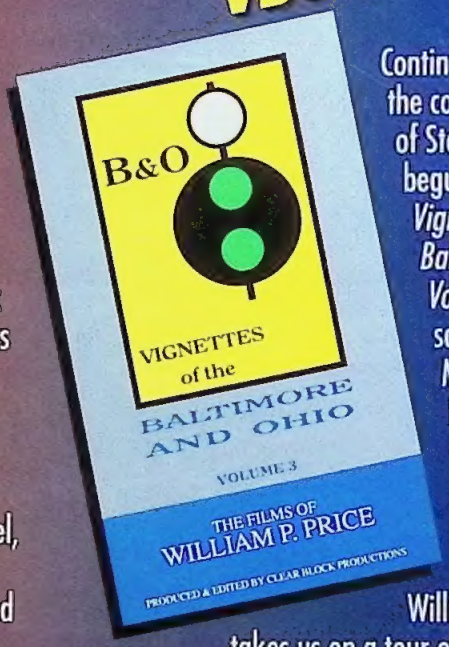


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